



City of Arlington *Draft* Transportation 2035 Plan 2016 Update



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Cover photos: Photos of transportation planning and investment undertaken by the City of Arlington on behalf of its valued citizens.

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Approvals

**City of Arlington
Planning Commission**

**City of Arlington
City Council**

Bruce Angell, Chair

Barbara Tolbert, Mayor

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City of Arlington Certification

The City of Arlington Transportation 2035 Plan, 2016 Update was authorized by Arlington City Council and prepared under my direction. SCJ Alliance of Lacey, WA was retained to develop this plan through revision of the previous 2012 Update. My signature indicates satisfactory completion of the plan and acceptance by the City.

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SCJ Alliance Certification

This Transportation 2035 Plan, 2016 Update was prepared for the City of Arlington under the direction of the following staff.

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Executive Summary

ES.1 PURPOSE OF THE PLAN

An Executive Summary of the Transportation 2035 Plan, 2016 Update is in development. Watch the web site for a notice that the Plan has been updated.



ES.2 CHANGES SINCE THE LAST TRANSPORTATION PLAN

ES.3 TRANSPORTATION PLANNING EFFORTS.

ES.4 SUMMARY OF KEY ELEMENTS OF THIS PLAN

ES.5 PROPOSED TRANSPORTATION IMPROVEMENTS AND FINANCING PLAN

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1 Introduction

1.1 PURPOSE

The Arlington Transportation 2035 Plan, 2016 Update serves as the transportation element for the City of Arlington's 2015 Comprehensive Plan. The City began drafting a Comprehensive Transportation Plan in 2011, however work on that plan was halted in 2012 as major changes to City land use and City goals emerged. The 2012 Transportation



Comprehensive Plan (*DRAFT*) was adopted into the City of Arlington 2015 Comprehensive Plan by reference knowing that an updated transportation plan would be produced. This updated plan, Transportation 2035 Plan, addresses the new land use and City goals contained in the City's 2015 Comprehensive Plan while also meeting the most current goals and transportation policies established by the Puget Sound Regional Council (PSRC).

This update to the 2012 Comprehensive Transportation Plan (*DRAFT*) addresses a multimodal transportation system designed to meet the future transportation needs of Arlington through 2035. This plan is the basis for the City's long-range transportation capital improvement program and provides the framework for City decisions pertaining to future growth and management of the transportation system.

Washington State's 1990 Growth Management Act (GMA) requires that transportation planning be directly tied to the City's land use decisions and fiscal planning. GMA requires, at a minimum, that a transportation plan contain:

- Land use assumptions to estimate travel, including impacts to state-owned facilities;
- An inventory of air, water, and land transportation facilities and services, including transit alignments, to define existing capital facilities and travel levels as a basis for future planning;

- Level of service (LOS) standards for all arterials, transit routes, and state-owned facilities as a gauge for evaluating system performance. These standards should be regionally coordinated;
- Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard;
- Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth;
- Identification of system expansion needs and transportation system management needs to meet current and future demands;
- An analysis of funding capacity to judge needs against probable funding resources;
- A multi-year transportation financing plan;
- If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised or how land use assumptions will be reassessed to ensure that level of service standards will be met;
- Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions; and
- Demand-management strategies.

The City of Arlington is a member of the Puget Sound Regional Council (PSRC), the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) for King, Kitsap, Pierce and Snohomish Counties. PSRC is required to certify the transportation-related provisions in local comprehensive plans. By doing so, PSRC assures consistency with the multicounty planning policies in VISION 2040, the adopted regional transportation plan (Transportation 2040), and the requirements listed above for conformity with GMA.

1.2 LAND USE AND TRANSPORTATION

Current transportation patterns and needs are affected by the density, mix and location of land uses (**Figure 1-1**). Travel demand is greatly influenced by the pattern of development or land use in the City of Arlington and the surrounding area. Changes in land use can create new travel demand or modify existing patterns. The length of trips, mode choices, and connections are all affected by growth, which is controlled by land use plans. The future zoning for the City of Arlington and its urban growth area (UGA) is illustrated on **Figure 1-2**.

As stated in its 2015 Comprehensive Plan update, the City of Arlington is taking a proactive role in attracting developments to meet the needs of the citizens, prioritizing alternative uses of land and public resources and identifying in explicit terms the impact proposed developments will have on the community. Population is expected to grow to almost 25,000 people by 2035, an increase of almost 40%. Jobs are forecasted to grow by nearly 13,000;

although if the proposed Manufacturing Industrial Center (MIC) develops to its potential, up to 80,000 jobs will exist between Arlington's airport and central Marysville.

This Transportation 2035 Plan addresses the increased demand that will be placed on Arlington's transportation network resulting from growth and land use planning/zoning changes outlined in the 2015 Comprehensive Plan. Six focus areas were identified in Arlington's 2015 Comprehensive Plan as being the most suitable for future residential, industrial and retail growth; specific attention was placed on impacts to the transportation systems passing through these areas (**Figure 1-3**).

This Transportation 2035 Plan also looked at transportation studies that addressed the specific needs of West Arlington (near Interstate 5), the residential growth projected for the Brekhus/Beach area on the City's east side, commuter growth along the state routes through the City (SR-9, SR-530 and SR-531), and the industrial areas at the airport and south of SR-531. These studies are incorporated into this plan by reference.

The State Growth Management Act requires land use assumptions be used to estimate future travel. Data provided by the City of Arlington, Snohomish County, Office of Financial Management (OFM), Washington State Employment Security Department, Census Bureau, and Bureaus of Labor Statistics and Economic Analysis were incorporated into the City's transportation model. The assumptions in this plan are consistent with those in the Regional Transportation Plan (Transportation 2040) and accommodate the anticipated employment growth and population growth.

1.3 EXISTING PLAN RECOMMENDATIONS

The 2035 Transportation Plan identifies the transportation system that is needed to support the existing and proposed land uses identified in the City of Arlington's 2015 Comprehensive Plan and in the following studies and plans:

- West Arlington Sub-Area Plan
- Arterial Circulation Study for the Southeast Arlington Urban Growth Area and Vicinity
- Preliminary Practical Design VE Study Report SR-531 43rd to 67th Widening Project
- Arlington Municipal Airport Layout Plan Update
- State Route 9 Corridor Planning Study

1.3.1 West Arlington Sub Area Plan (WASAP)

The West Arlington Sub Area Plan encompasses three neighborhoods in the western region of the City: Smokey Point, West Bluff, and Island Crossing. The objective of the plan is to provide an organized blueprint for growth and development and correct the discontinuity of land uses and lack of transportation connectivity that had been inherited with annexation of

this area in 2005. The Smokey Point and Island Crossing neighborhoods serve as gateways to Arlington from Interstate 5, and the entire sub area lies within the City's Airport Protection District. Existing land uses are primarily urban sprawl with auto-oriented and service-type businesses. Approximately 65% of the roads within the subarea do not meet urban standards, and neighborhoods are fragmented by a network of meandering streets dominated by cul-de-sacs.

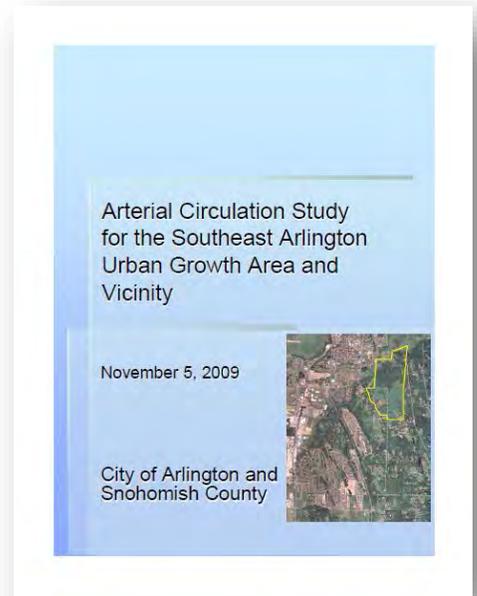
The West Arlington Sub Area Plan was adopted on February 7, 2011. Recommendations in the plan relating to transportation are provided below. The recommended Road and Pedestrian Network Plan for the West Arlington Sub Area is shown in **Figure 1-4**.

- Incorporate the principles of New Urbanism (walkability, connectivity, mix of land uses, sustainability, quality architecture and urban design);
- Roundabouts are recommended along 172nd Street NE/SR-531, at 43rd and 51st Avenues, at the east leg of the “Y” intersection of Smokey Point Boulevard and SR-531, as well as other key intersections throughout the subarea as shown on the map;
- New thoroughfare options and standards should be developed that address movement type, design speed, pedestrian crossing time, ROW crossing width, curb-face to curb-face width, number of traffic lanes, presence of bicycle lanes, presence of on-street parking, curb type, park strips, landscaping, walkway type, illumination, and curb radius;
- Streetscapes should be designed to emphasize pedestrian comfort and safety;
- Cul-de-sacs should be prohibited with new development;
- A connectivity index standard should be set for all new subdivisions to ensure a grid network and connectivity to undeveloped parcels;
- New roadway improvements shall follow recommendations per the SR-531 Corridor Recommendations document from WSDOT;
- Intersection spacing should not exceed 495 feet on pedestrian-oriented thoroughfares;
- Bicycle lanes should be provided on all new or improved streets with a design speed of 30 mph or greater (except where an adjacent paved trail exists or is planned);
- Bicycle lanes should be installed on the already improved section of Smokey Point Boulevard (16400-17400 blocks);
- Appropriate sidewalk width should be prescribed to each thoroughfare type and associated building types;
- The subarea should be addressed as a Transfer of Development Rights (TDR) receiving area in an effort to help preserve the rural nature of the Stillaguamish River Valley.

1.3.2 Arterial Circulation Study for the Southeast Arlington Urban Growth Area and Vicinity

In 2005, the Arlington Urban Growth Area (UGA) was expanded by about 337 acres to include the Brekhus Beach area. The expansion area was annexed into the City of Arlington in 2006. This area is designated as a receiving area for the Stillaguamish Valley Transfer of Development Rights program to preserve the farmed land in the Stillaguamish Valley. The Brekhus Beach vicinity lacks a developed arterial road network, and before the area can develop, the infrastructure must be in place to support urban development.

The City of Arlington and Snohomish County Public Works Department completed the Arterial Circulation Study for the Southwest Arlington Urban Growth Area and Vicinity in November, 2009. The study confirmed that arterial connections and circulation within the Brekhus-Beach vicinity are limited by the physical environment and availability of right-of-way. The study offers the following potential transportation improvements likely needed to provide effective arterial circulation:



- 186th Street Extension NE – Arlington city limit to Crown Ridge Boulevard
- Crown Ridge Boulevard – 186th Street NE Extension to SR-9
- Burn/McElroy Roads – 95th Avenue NE to 186th Avenue NE
- 186th Street NE – McElroy Road to Arlington city limit
- McElroy Road – 172nd to 186th Streets NE
- 172nd Street NE Extension – 91st Avenue to McElroy Road
- 172nd Street NE – SR-9 to 91st Avenue NE

1.3.3 Preliminary Practical Design VE Study Report SR-531 43rd to 67th Widening Project

SR-531 is a state highway that serves as a key city arterial in south Arlington. It serves the communities surrounding Arlington and Marysville, as well as the Arlington Airport. In January 2010, Washington State Department of Transportation (WSDOT) with assistance from the City of Arlington and a stakeholder’s group, completed the State Route 531/43rd to 67th Corridor Pre-Design Analysis final report. The report identifies current and future safety and mobility needs on SR-531 between 43rd Avenue and 67th Avenue, an area that is planned as a regionally-significant commercial and industrial center. Growth forecasts indicate that by

CHAPTER 1

2025, Arlington’s UGA will have a 90% increase in employment and the City’s population will increase by 75%. It’s anticipated that Marysville’s UGA will see a 71% increase in employment and the City’s population will increase by 64%. In addition, rising congestion on the corridor has led to more frequent collisions, primarily during afternoon peak traffic times.

In 2015 WSDOT completed the Preliminary Practical Design VE Study Report SR-531 43rd to 67th Widening Project. The Practical Design and Value Engineering Study resulted in the development of four alternatives and, while it is possible for all alternatives to be implemented, it was a combination of the alternatives that provided the best solution for the SR-531 Widening Project. The recommended Practical Design VE strategy provided roughly \$6.7M in project cost savings, over 3 months in project schedule critical path savings, and a 9% improvement in overall project performance. In combination, the four alternatives of the team recommended strategy represent an overall value increase of 20%. It was the results of this VE Study that helped get this project included in the 2015 Washington State Transportation Funding Bill.

1.3.4 Arlington Municipal Airport Layout Plan

The existing master plan for the airport, *Arlington Municipal Airport Master Plan Update 1995-2015*, was completed in 1996. An Airport Layout Plan Update (ALP Update) was completed in June, 2002 and Airport staff are currently working on a 2015 ALP Update. Land use planning recommendations in the ALP Update provide guidance and zoning recommendations to prevent or minimize land use incompatibilities within the defined Airport Influence Area (AIA) boundary. The plan provides recommendations for types of development permitted in each of the zones within the AIA (Runway Protection Zone, Inner Safety Zone, Outer Safety Zone, etc.). The Airport Layout Plan is shown in Chapter 3, Figure 3-4.

1.3.5 State Route 9 Corridor Planning Study

WSDOT completed the SR-9 Corridor Planning Study (CPS) in January 2011 with input from the Cities of Arlington, Lake Stevens, Snohomish and Marysville, Snohomish County, Community Transit, and Puget Sound Regional Council. The corridor plan establishes a list of recommended improvements for a 30-mile stretch of SR-9 from State Route 522 to Schloman Road.

SR-9 is the only major north-south alternative to Interstate 5 in Snohomish County and an important commuter route. From 2001 to 2005, traffic on SR-9 increased by 25%. The CPS builds upon improvements funded through the 2003 and 2005 gas-tax packages to further reduce or eliminate traffic bottlenecks and chokepoints and improve the flow of people and goods through the corridor. If all the recommended improvements are funded, SR-9 will be



widened to a four- to five-lane highway from SR 522 to SR-92. North of SR-92, proposed improvements will be made at key intersections. In the Arlington area, recommended improvements are:

- SR-530 (Burke Avenue) - addition of traffic signal and minor shoulder widening
- SR-530 (Division Street) - Widen roadway for two left-turn lanes eastbound and add receiving lane to Burke Avenue.

1.4 COORDINATION WITH OTHER AGENCIES

1.4.1 Capital Facilities Plan and Transportation Improvement Program

The City uses the Transportation Improvement Program (TIP) to fulfill the GMA requirement of having a multiyear financing plan based on identified transportation needs. Short-term planned improvements to the City’s transportation system are included in the Six-Year Transportation Improvement Program. Arlington’s TIP is updated annually and modified as project priorities and funding resources evolve. The TIP is adopted by reference as part of the Transportation Element of the Comprehensive Plan (see **Appendix A**).

GMA also requires comprehensive plans to include a capital facility element, which must include at least a six-year plan to finance capital facilities and identify sources of public money for such purposes. The Public Services and Capital Facilities Element is an adopted element of the City’s Comprehensive Plan.

1.4.2 Policy Development and Regional Coordination

The City of Arlington works in collaboration with other governmental and non-governmental organizations. This plan calls for inter-jurisdictional actions to address cross-border issues and mitigate the impact of new development. The Arlington Transportation Plan is intended to be consistent and compatible with the plans and programs of the Washington State Department of Transportation (WSDOT), Puget Sound Regional Council (PSRC), Snohomish County and Community Transit, as discussed below.



1.4.3 Consistency with TRANSPORTATION 2040 and VISION 2040

Regional transportation planning organizations (RTPO) are required to develop a regional transportation plan that looks at least 20 years into the future to project the region's needs, conditions and resources. The RTPO also develops a six-year transportation improvement program, which identifies funding for transportation projects and programs. The Puget Sound Regional Council is the RTPO for Snohomish County, as well as King, Kitsap and Pierce counties. PSRC has developed a regional planning document, VISION 2040, that provides a regional framework for achieving GMA goals by building on local, county, regional and state planning efforts. PSRC has established a set of regional guidelines and principles, or *Multicounty Planning Policies*, found in VISION 2040. VISION 2040 has four sections: a sustainable environment framework, the *Regional Growth Strategy*, Multicounty Planning Policies, and implementation.

The Growth Management Act requires PSRC to formally certify transportation-related provisions in local transportation plans, addressing consistency with the Multicounty Planning Policies in VISION 2040, the regional transportation plan (TRANSPORTATION 2040), and requirements in the Growth Management Act. A new requirement in VISION 2040 is that all local comprehensive plans include a brief statement in the plan itself on how the plan addresses VISION 2040.

The City of Arlington's Transportation 2035 Plan supports the goals and strategies presented in PSRC's VISION 2040 and Destination 2030 Update. Regional Growth Strategies, Multicounty Planning Policies and specific projects identified in the Destination 2030 Update have been incorporated in this document, and include:

- *Sustainable transportation, including transit and non-motorized improvements*
- *Higher density land use near transportation centers*
- *Improvements to support freight mobility*
- *Multiple east-west and north-south corridors to address disaster response*
- *Access management*
- *Context sensitive road standards*
- *Implementation of improvements of regional significance (trails, transit centers, park and rides)*
- *Complete streets providing for multi-modal transportation*
- *Connectivity with adjacent jurisdictions*
- *Transportation funding strategies*

1.4.4 Washington State Department of Transportation

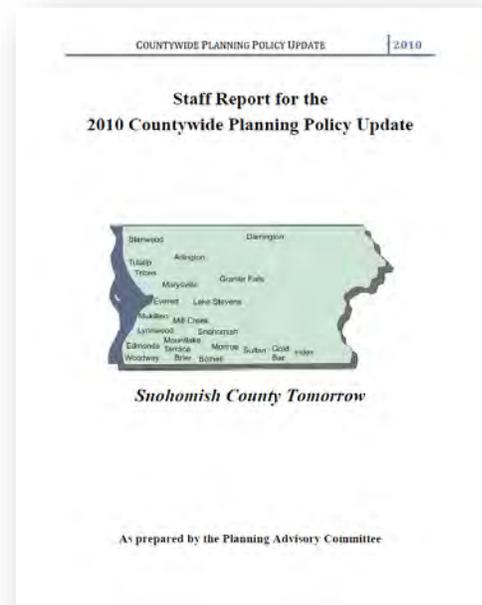
The Washington State Multimodal Transportation Plan (SMTP) is the state's overall transportation plan that will include an analysis of facilities the state owns and those in which the state has an interest. The Highway System Plan (HSP) is a component of the state's long-range transportation plan, which guides investments on state routes in Washington. State projects must be included in the HSP before they can receive funding and move forward. The HSP is updated every two years and serves as the basis for the six-year highway program and the two-year biennial budget request to the State Legislature.

The City's Transportation Plan is consistent with the WSDOT SMTP through the goals and policies within the plan that support and encourage alternative transportation modes, such as drive alone, carpool, vanpool, transit, biking or walking.

1.4.5 Snohomish County and Adjacent Cities

Countywide Planning Policies (CPPs) establish a countywide framework for developing and adopting county and city comprehensive plans. The role of the CPPs is to coordinate comprehensive plans of jurisdictions in the same county for regional issues or issues affecting common borders. The multicounty planning policies for transportation call for better integrated land use and transportation planning, with a priority placed on cleaner operations, dependable financing mechanisms, alternatives to driving alone, and lower transportation-related energy consumption. CPPs were last updated in June, 2011. The County's and cities' comprehensive plans will be made consistent with the vision and policies in the Countywide Planning Policy Update.

The City works closely with adjacent jurisdictions to address transportation issues and mitigate impacts. Snohomish County and the City established an interlocal agreement in 1999 to address joint transportation system planning and traffic impact mitigation. The City of Arlington, WSDOT, Snohomish County and Marysville coordinate in the Smokey Point/Island Crossing corridor to monitor development and plan improvements within the West Arlington Sub Area Plan.



1.4.6 Community Transit

Community Transit is a regional transportation provider that operates 30 local routes and 23 commuter routes to Seattle. Three routes provide bus service for the City of Arlington. The City supports Community Transit's strategic plans and coordinates with the agency to identify how transit needs should be addressed, particularly as new development occurs.

1.4.7 Federal and State Air Quality Regulations

The City of Arlington is required to adopt a transportation plan that conforms with the State Implementation Plan for Air Quality. The City has included the Puget Sound Clean Air Agency (PSCAA) policies in its comprehensive plan to address federal and state clean air legislation, and has goals and policies in place to reduce travel demand, reduce vehicle emissions of carbon monoxide and ozone air pollutants. These include support of transportation alternatives through Commute Trip Reduction (CTR) programs for major employers, construction of bikeways, walkways and trails, as well as intersection and signal improvements that reduce vehicle idling. While the City of Arlington supports the policies of PSCAA, the City of Arlington is not within the PSCAA Congestion Mitigation and Air Quality (CMAQ) boundary and is not subject to these policies.

The U.S. Environmental Protection Agency has set federal standards for seven air pollutants: fine particulate matter, larger particulate matter, ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide and lead. The City of Arlington and all of Snohomish County are in an attainment area for all federally monitored air pollutants.

1.5 CONCURRENCY

The Growth Management Act requires that transportation facilities are to be in place at the time development is completed or that a commitment has been made to complete the facilities within six years. For transportation facilities, the City has adopted a transportation impact fee to be assessed to all development projects within the city based upon the PM peak hour trips generated by the project and to be used for system improvements reasonably related to the new development. As a part of the SEPA review of a project, potential impacts to the transportation network are identified and mitigation is required to ensure the City's LOS standards are met concurrent with the additional travel demand generated by each development project. Non-motorized, pedestrian, and other multimodal options are considered and are included in required mitigation. The City of Arlington also has entered into an interlocal agreement with Snohomish County for reciprocal mitigation of transportation impacts.

2 Goals and Policies

The Transportation Goals and Policies comprise the plan for providing the transportation system needed to accommodate the growth and development expected to be in place by 2035 and meet the requirements of the GMA. Since this Plan is consistent with the policy elements identified in VISION 2040, it identifies regional goals and policies that will be implemented through the actions of the Washington State Department of Transportation,



Puget Sound Regional Council, and other regional agencies or local jurisdictions.

2.1 TRANSPORTATION GOALS AND POLICIES

A general goal statement is followed by policies which will help achieve the goal. Goals and policies are applicable to all land use designations unless otherwise indicated.

Goal T-1 *System Development:* Plan, develop, and maintain a balanced transportation system for the efficient movement of people, goods, and services within the city and between the community and other activity centers in the region.

Policies:

PT- 1.1 The City of Arlington's most current Comprehensive Transportation Plan adopted by City Council contains the City's official goals and policies, roadway classifications, rights-of-way, and levels of transportation service.

PT-1.2 The City of Arlington's most current Comprehensive Transportation Plan adopted by City Council contains the City's official plan for pedestrian movement via trails and walkways.

PT-1.3 Ensure that safe, convenient, and efficient transportation facilities are provided for all residents of and visitors to the City. This will include improvements to existing facilities as well as extensions to serve growth areas.

PT-1.4 Design the street system to distribute traffic evenly throughout the City. Explore opportunities to improve the operational and energy efficiency of the existing system through investments in operations and system management.

PT-1.5 Sign and maintain Truck Route(s) and enforce their use.

PT-1.6 Encourage the use and growth of the Arlington Airport by ensuring easy access to the Airport via City streets by both automobiles and trucks.

PT-1.7 Encourage the use of the railroad by ensuring easy access to railroad loading stations via City streets by both automobiles and trucks and by ensuring efficient travel of the railroad where it crosses City streets.

PT-1.8 Provide opportunities for public review and comment in significant transportation decision making.

PT-1.9 Require developers to construct those streets directly serving new development and to pay a fair-share fee for specific off-site improvements necessary to mitigate any adverse impacts determined through the review to be created by the development.

Goal T-2 *Land Use Coordination:* Ensure that new road development meets the goals of the Transportation Plan and land-use identified in the Comprehensive Plan.

Policies:

PT-2.1 Coordinate land use proposals and density of development identified in the Land Use Element of the Comprehensive Plan with transportation centers within the City to support and encourage the use of public transit.

PT-2.2 Encourage land use patterns that facilitate multi-purpose trips and reduce the number and length of trips by single-occupancy vehicles.

PT-2.3 Prepare long-range plans for future highway and arterial roadways providing direct connections and adequate rights-of-way in consideration for existing and future development.

Goal T-3 *Concurrency*: Ensure concurrency by providing an effective roadway network with adequate capacity to meet the demand for travel within the City at the adopted Level of Service (LOS) standard.

Policies:

PT-3.1 Periodically review and revise, if necessary, existing levels of service and the concurrency management system as part of the Comprehensive Plan update.

PT-3.2 Review all development proposals to ensure coordination with the Transportation Element.

PT-3.3 Ensure that all development permits that are approved require transportation improvements that are in accordance with Arlington’s ability to provide and/or maintain the adopted levels of service. Transportation dedications and improvements for projects that exceed the existing level of service shall be in place with the final approval of a subdivision or short plat or at the time of final building inspection for non-subdivision projects. In lieu of immediate installation of such improvements, and as a condition of permit approval by the City, a performance bond or other security mechanism may be provided by the developer guaranteeing installation within six years of final approval.

PT-3.4 Traffic impacts of proposed projects shall be determined through project-provided impact assessment reports, which shall be required of every project for which the concurrency test must be applied. The City may waive this requirement where such impacts may be determined administratively and/or the project applicant agrees to mitigate any administratively determined impacts.

PT-3.5 No permits may be issued for the development of any property until and unless the transportation facilities identified in this plan are in place. This includes roads (including curb, gutter, sidewalks, and planter strips), trails, or other transportation facilities described in this Transportation Plan within the confines of that property.

Goal T-4 *Sub-Area Standards for Traffic Facilities*: Consider the special needs of subarea transportation facilities including appearance and safety.

Policies:

PT-4.1 Improving the appearance of existing corridors shall be a primary objective in designing and maintaining the street system in Arlington. Appropriate design standards, including landscape requirements, for the construction of new streets shall be maintained.

PT-4.2 The City will, to the extent feasible, preserve existing street trees where they don't adversely affect roadway capacity, safety, or structural integrity.

PT-4.3 In order to preserve the character of neighborhoods, City Council may adopt reduced road standards for built neighborhoods, where necessary, for the provision of safer pedestrian access.

PT-4.4 Private streets are prohibited and shall not be created for subdivided residential development. Private streets in commercial development will be allowed on a case-by-case basis upon approval of the City Engineer. The City will accept existing private streets for ownership and maintenance only if they are consistent with adopted design standards and their acceptance will result in a benefit to Arlington.

PT-4.5 Residential development access is restricted to local or collector streets. Direct access from any new residential lot is not allowed to an arterial road unless the Council determines there are no other practical options. (Applicable to SR, R-LMD, R-MD, R-HD, and OT land use designations only.)

PT-4.6 The following guidelines shall be used in the review of all proposed plats:

- (a) Design local residential streets in such a manner so as to prevent or discourage through traffic.
- (b) Access to all new residential development is required to be made onto local or collector streets, and is not allowed directly from any new residential lot to an arterial road.
- (c) Cul-de-sacs will only be allowed when there is no alternative. If a cul-de-sac is approved for use, they should meet these standards:
 - (1) they should be no longer than 600 feet in length.
 - (2) two access points are required if the area attracts 150 people or more (including employees and customers) at any one time (new or a combination of new and existing).
 - (3) development of the road will be limited to 24 units, or 49 units if a fire hydrant exists on the street.

PT-4.7 Maintain access standards for all development to limit the number and location of curb cuts on arterial streets.

PT- 4.8 All developments in all zoning districts shall provide a sufficient number of parking spaces to accommodate the number of vehicles that ordinarily are likely to be attracted to the development.

PT-4.9 In residential areas, sidewalks shall be installed on both sides of the street to improve pedestrian safety.

PT-4.10 Require new construction to include the construction of sidewalks, bicycle storage/parking facilities, and access to mass transit where possible and in proportion to the need generated by the proposal.

PT-4.11 Sidewalks shall be at least five feet in width, on both sides of streets, and constructed according to specifications set forth in administrative policies.

PT-4.12 Encourage new development to provide pedestrian access from the development to schools, parks, playgrounds, or other roads or facilities if such access is not conveniently provided by sidewalks adjacent to the streets as required above. In such a case, the developer may be required to reserve an unobstructed easement of at least 10 feet in width to provide this access.

PT-4.13 All public streets shall be constructed with curb, gutter, sidewalk, and landscape strips and street trees unless otherwise approved by city engineer due to site constraints.

Goal T-5 *Non-motorized system development:* Develop transportation strategies that encourage the use of pedestrian, bicycle, and mass transit facilities that will lead to savings of nonrenewable energy sources.

Policies:

PT-5.1 Provide for safe and efficient movement of bicycles and pedestrians along streets and highways by constructing sidewalks and other footpath systems as well as bicycle paths.

PT-5.2 Encourage the use of bicycles as a transportation alternative by providing bicycle lanes on arterial and collector streets.

PT-5.3 Provide adequate traffic signs to assist in safeguarding pedestrians, bicycle riders, and especially children on streets near schools and playgrounds.

PT-5.4 Construct a bicycle path and pedestrian trail that connects the schools and downtown area with athletic fields/parks near the airport.

PT-5.5 Revenue designated to sidewalk improvements should be prioritized to first facilitate safe movement for elderly and handicapped persons between residences and shopping/social activity centers, and facilitate safe movement for children to and from school facilities and school bus stops.

PT-5.6 Provide ramps and curb cuts that comply with the Americans with Disabilities Act.

PT-5.7 Provide street lighting along sidewalks to encourage nighttime use and for safety.

PT-5.8 Coordinate bicycle/pedestrian facility improvements, including the Centennial and Airport Trails, with neighboring jurisdictions to connect routes where possible.

PT-5.9 Encourage private development to incorporate measures or facilities that encourage alternate modes of transportation, such as showers/dressing rooms, locker, and bike lockers.

PT-5.10 All new public facilities should incorporate measures or facilities that encourage alternate modes of transportation, such as showers/dressing rooms, locker, and bike lockers.

PT-5.11 Protect existing mass transit rights-of-way.

PT-5.12 Develop and implement a Crosswalk Program that standardizes crosswalks and crossing devices at all locations where pedestrians, bicycles, trails or other non-motorized traffic cross a road.

Goal T-6 *Transit system development:* Support the use of transit and work with transit agencies to improve service in order to control traffic demand.

Policies:

PT-6.1 Continue to coordinate with all agencies and neighboring jurisdictions involved with public transportation, whether they be bus, HOV lanes, light rail, heavy rail, ride sharing, vanpooling, or other forms, to identify what is of best use to the citizens of the City and participate in those ventures and proposals which are of general and/or specific benefit to the citizens of the City.

PT-6.2 Coordinate with surrounding communities to support public education programs and land use strategies to encourage the use of public transportation.

PT-6.3 The City hereby adopts the transit levels of service used by Community Transit.

PT-6.4 Encourage developers to consider public transportation in transportation plans submitted as part of development permit approval consideration. New developments should encourage van and carpooling, public transit use, and other alternatives to reduce single-occupancy vehicular travel.

PT-6.5 Encourage major employers to develop carpools, commuter routes, and provide company incentives if carpools are used.

PT-6.6 Encourage and plan for “pedestrian-scale” neighborhoods and centers to enhance access and mobility for public transportation users.

Goal T-7 *Roadway system safety and maintenance:* Maintain and enhance the safety of the transportation system.

Policies:

PT-7.1 Maintain necessary traffic data such as traffic counts and accident data to support planning of traffic safety improvements.

PT-7.2 Prioritize safety improvements based on data collected per PT-7.1, above.

PT-7.3 Prioritize the maintenance of roads according to condition, putting the roads in poor condition ahead of others.

PT-7.4 Develop design criteria for the signing of streets, including uniform lettering, colors and placement of all new street signs.

PT-7.5 Adopt appropriate guidelines from the Manual on Uniform Traffic Control Devices (MUTCD) regarding maintenance of traffic control devices and perform regular and requested maintenance activities related to traffic control devices and roadway material within those guidelines.

PT-7.6 Identify specific high accident intersections on both the collector and arterial system and develop and implement appropriate plans to effectively lower the accident rate, with a goal of achieving the state's goal of zero deaths and disabling injuries.

Goal T-8 *Non-motorized system safety:* Develop transportation and safety policies that encourage the use of non-motorized transportation (i.e., walking and biking) and reduce the chance of accidents.

Policies:

PT-8.1 Prioritize sidewalk and shoulder improvements in areas of high traffic volumes or pedestrian activity to improve safety of pedestrians and drivers.

PT-8.2 Under special circumstances, the City Council and/or City Engineer may install temporary safety improvements (such as widened asphalt shoulders, etc.) in lieu of full improvements where they are able to make at least the following findings:

- (a) There is a significant overwhelming public need to improve pedestrian safety along the road on which the project is proposed, and the project will substantially do so.

- (b) The project is intended to be a temporary solution until a full street improvement project can be funded.
- (c) The project is designed in such a way as to not preclude eventual full-standard development.
- (d) If the full street improvement project is listed on the City's 6-year Transportation Improvement Plan, it will not be removed from the TIP because of the temporary improvements.

Goal T-9. Critical areas and transportation: Design and build roads to minimize environmental impacts to natural areas and critical areas.

Policies:

PT-9.1 Minimize and mitigate the adverse impacts of transportation facilities and services on designated critical areas, resource lands, cultural resources, or parks through the implementation of performance standards.

PT-9.2 Discourage roadway construction in critical areas.

PT-9.3 Develop the transportation system in a manner that encourages conservation of energy and natural resources.

PT-9.4 Route new roads so as to avoid traversing publicly-owned natural preserves, parks and recreation areas, and areas identified as critical wildlife habitat, except in cases of overriding public interest.

PT-9.5 Roads should follow a grid system as best possible; though should meander so as to avoid environmentally critical areas.

PT-9.6 Any culverts, bridges, or other road crossings over or through critical areas shall be "fish friendly".

PT-9.7 Avoid building roads in areas prone to natural hazards.

PT-9.8 Reduce air pollution emissions associated with land uses and transportation in accordance with national, state, regional, and local policies and standards.

Goal T-10 *Surface water and transportation:* Allow for alternative design standards and/or materials to reduce impervious surfaces and improve more natural forms of drainage.

Policies:

PT-10.1 Explore the feasibility of reducing the amount of total impervious surface used in right-of-ways, sidewalks, parking lots and roads by using new pervious materials (e.g., grasscrete, EssentialSoil, etc.) Applications of these technologies will be approved on a case-by-case basis by the City Engineer.

PT-10.2 Investigate modifications to detention requirements, including the use of new designs and/or materials that improve drainage.

PT-10.3 All road construction projects shall meet or exceed the minimum requirements for stormwater runoff.

Goal T-11 *Interjurisdictional Coordination:* Coordinate transportation planning efforts with adjacent and regional jurisdictions.

Policies:

PT-11.1 Work with Snohomish County and Marysville in planning transportation-related facilities within and adjacent to the UGA.

PT-11.2 Maintain a working relationship with regional planning agencies to assure that regional transportation plans are consistent with the Arlington Comprehensive Plan. The City has executed an interlocal agreement with Snohomish County to address traffic mitigation and standardized methodologies for evaluating transportation systems and a Memorandum of Understanding (MOU) with the City of Marysville regarding transportation improvement of mutual benefit. The City of Arlington will pursue updates to these agreements consistent with on-going planning and development.

PT-11.3 Coordinate with the PSRC Regional Transportation Planning Organization to ensure consistency and compatibility between transportation plans.

PT-11.4 Review impacts to the City created by the actions of other agencies. Actively solicit action by the State of Washington and Snohomish County to implement those improvements necessary to their respective facilities to maintain

the level of service standards adopted by the City. Such improvements shall be built to conform to State and County standards, as appropriate.

Goal T-12 *Transportation System Priorities and Financing:* Prioritize and finance transportation improvements consistently with the capital facilities estimate, and investigate all possible avenues of paying for the improvements for availability and fairness.

Policies:

PT-12.1 Adopt the Six-Year Transportation Improvement Program (TIP), correlated with improvements identified in the Transportation Element and the Capital Facilities Element, as part of the Transportation Element of the Comprehensive Plan. The City will update the TIP annually as projects are completed and re-prioritized on an annual basis.

PT-12.2 Require developers to pay for improvements related to new developments, including upgrading of existing facilities, on a proportionate share basis and according to calculated impacts to existing LOS.

PT-12.3 Update transportation improvement cost estimates annually to determine appropriate shares from developers and users as established.

PT-12.4 Investigate alternative methods of obtaining financing for transportation improvements, including: local option taxes, bonding, Local Improvement Districts, combining efforts with other agencies, investigating all possible grant and loan opportunities such as the Public Works Trust Fund, Intermodal Surface Transportation Efficiency Act funding, and interlocal agreements for mitigation costs with Snohomish County.

PT-12.5 If funding is unavailable, or if development is progressing beyond the ability to provide sufficient transportation facilities, the City should consider development moratoriums, as necessary, until the transportation facilities can be brought into alignment with approved LOS.

PT-12.6 Direct resources to ensure that existing transportation system is maintained adequately.

Goal T-13 Air Quality: Minimize air quality impacts caused by the transportation system.

Policies:

PT-13.1 The quality of air in and around the Puget Sound region is an important factor in the high quality of life enjoyed by residents living in our community. To help enhance and maintain high air quality standards, Arlington commits to meeting federal and state air quality requirements and will work with the state, region and local agencies or jurisdictions to develop transportation control measures and/or similar mobile source emission reduction programs that may be warranted to attain or maintain air quality requirements.

PT-13.2 The City’s transportation system shall conform to the federal and state Clear Air Acts by maintaining its conformity with the Metropolitan Transportation Plan of the Puget Sound Regional Council and by following the requirements of Chapter 173-240 of the Washington Administrative Code, which may include development of transportation control measures and air quality programs.

PT-13.3 The City supports regional and localized efforts to encourage environmentally sustainable transportation practices, including:

- (a) Promotion of cleaner travel choices;
- (b) Promotion of alternatives to driving alone – including carpooling, biking, telecommuting and using transit.

2.2 MULTICOUNTY PLANNING POLICIES

The Multicounty Planning Policies that were adopted in *Vision 2040* serve as the regional guidelines and principles used for certification of local policies and plans. The Arlington Transportation Plan is consistent with *Vision 2040* and includes the adopted regional goals and policies in this Transportation Plan.

Environment

Goal: The region will safeguard the natural environment by meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Policies:

MPP-En-3 Maintain and, where possible, improve air and water quality, soils, and natural systems to ensure the health and well-being of people, animals and plants. Reduce the impacts of transportation on air and water quality, and climate change.

MPP-En-7 Mitigate noise caused by traffic, industries, and other sources.

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Goal: The region will reduce its overall production of harmful elements that contribute to climate change.

Policies:

MPP-En-19 Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.

Goal: The region will reduce its overall production of harmful elements that contribute to climate change.

Policies:

MPP-En-20 Address the central Puget Sound region's contribution to climate change by, at a minimum, committing to comply with state initiatives and directives regarding climate change and the reduction of greenhouse gases. Work to include an analysis of climate change impacts when conducting an environmental review process under the State Environmental Policy Act.

MPP-En-21 Reduce the rate of energy use per capita, both in building use and in transportation activities.

MPP-En-23 Reduce greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled by increasing alternatives to driving alone.

Goal: The region will use design to shape the physical environment in order to create more livable communities, better integrate land use and transportation systems, and improve efforts to restore the environment.

Policies:

MPP-DP-41 Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements.

Goal: The region's communities will be planned and designed to promote physical, social, and mental well-being so that all people can live healthier and more active lives.

Policies:

MPP-DP-43 Design communities to provide an improved environment for walking and bicycling.

MPP-DP-45 Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social

health and reduce the impacts of climate change on the natural and built environments.

MPP-DP-54 Develop concurrency programs and methods that fully consider growth targets, service needs, and level-of-service standards. Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.

MPP-DP-55 Address non-motorized, pedestrian, and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation.

Goal: As a high priority, the region will maintain, preserve, and operate its existing transportation system in a safe and usable state.

Policies:

MPP-T-1 Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods and services.

MPP-T-2 Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.

MPP-T-3 Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.

MPP-T-4 Improve safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and disabling injuries.

MPP-T-5 Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.

MPP-T-6 Seek the development and implementation of transportation modes and technologies that are energy-efficient and improve system performance.

MPP-T-7 Develop a transportation system that minimizes negative impacts to human health.

MPP-T-8 Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.

Goal: The future transportation system will support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.

Policies:

MPP-T-11 Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.

MPP-T-13 Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.

MPP-T-14 Design, construct, and operate transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, as suitable to each facility's function and context.

MPP-T-15 Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.

MPP-T-16 Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.

MPP-T-20 Design transportation facilities to fit within the context of the built or natural environments in which they are located.

MPP-T-22 Implement transportation programs and projects in ways that prevent or minimize negative impacts to low-income, minority, and special needs population.

MPP-T-23 Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.

MPP-T-24 Increase the proportion of trips made by transportation modes that are alternatives to driving alone.

MPP-T-25 Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.

MPP-T-26 Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and within the urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.

MPP-T-29 Promote the preservation of existing rights-of-way for future high-capacity transit.

MPP-T-30 Encourage public and private sector partnerships to identify and implement improvements to personal mobility and freight movement.

MPP-T-31 Support effective management of existing air transportation capacity and ensure that future capacity needs are addressed in cooperation with responsible agencies, affected communities, and users.

MPP-T-32 Integrate transportation systems to make it easy for people and freight to move from one mode or technology to another.

Goal: The region will support development with adequate public facilities and services in a coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.

Policies:

MPP-PS-1 Protect and enhance the environment and public health and safety when providing services and facilities.

MPP-PS-2 Time and phase services and facilities to guide growth and development in a manner that supports the regional vision.

MPP-PS-3 Promote demand management and the conservation of services and facilities prior to developing new facilities.

2.3 COUNTYWIDE PLANNING POLICIES FOR SNOHOMISH COUNTY

Countywide Planning Policies (CPPs) establish a countywide framework for developing county and city comprehensive plans. The CPPs coordinate comprehensive plans of jurisdictions for regional issues or issues affecting common borders, and are required by law to be consistent with Multicounty Planning Policies. Snohomish County, the cities within the county, and the Tulalip Tribes have recently updated the county's CPPs to ensure the policies are consistent with *Vision 2040*. The County Wide Planning Policies for Snohomish County, adopted June 1, 2011, include the transportation goals and policies that are intended to guide transportation planning by the City of Arlington and provide the basis for regional coordination with WSDOT, PSRC and transportation operating agencies.

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3 Existing Conditions

3.1 ROADWAY SYSTEM

Under the GMA, comprehensive plans are required to include inventories for each transportation system, including roadways, transit, bicycles, pedestrians, freight, and airports within the borders of the jurisdiction. Cities are required to adopt level of service (LOS) standards to ensure the transportation improvements and services are available to serve existing communities as well as proposed development (*see Section 3-10 and Appendix XX for greater explanation on LOS*).



GMA requires that transportation capacity be evaluated concurrent with development. The City has adopted a concurrency ordinance to ensure the provision of adequate transportation facilities to serve development at the time it is to be occupied, or within six years. The Growth Management Act was amended in 2005 to include walking, bicycling and transit in addressing concurrency.

The City of Arlington's transportation system is multimodal and encompasses different modes of travel for moving people and freight throughout the City and region. Although the automobile remains the principal mode of travel and the roadway system provides the primary means for travel throughout the Arlington area, City goals and policies take into account people-moving capacity in addition to the automobile.

3.1.1 Functional Classification

Streets function as a network. Functional classification groups streets and highways into classes according to the type of service they are intended to provide. In the State of Washington, classification is based upon guidelines prepared by the Federal Highway

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Administration (FHWA) and administered by WSDOT. Arlington roadways are classified as principal arterials, minor arterials, collectors, and local access roads. The City's functional classification map is shown on **Figure 3-1** and illustrates the recommended functional classification of the major streets and highways in the City.

- **Principal Arterials** provide for movement across and between large subareas of the city and predominantly serve through trips with minimum direct service to abutting land uses.
- **Minor Arterials** provide for movement within large subareas of the city. They may serve secondary traffic generators and traffic from neighborhood to neighborhood within a large community.
- **Collectors** promote the flow of vehicles, bicycles and pedestrians from arterial roads to lower-order roads. Secondary functions are to serve abutting land uses and accommodate public transit. Traffic volumes typically range between 1,000 to 2,000 Average Daily Traffic (ADT)
- **Local Access Roads** are designed to convey vehicles, pedestrians and bicycles to and from higher-order roads. Local access roads do not carry through traffic. Traffic volumes of 250 ADT or less are typical.

3.1.2 State-Owned Facilities

The state highway system provides access to and through Arlington. Four major transportation routes run along the City on four sides: I-5 to the west, SR-9 on the east, SR-530 to the north, and SR-531 to the south. SR-530 serves to connect the communities of Oso and Darrington to I-5. The location of these state-owned facilities are shown on **Figure 3-2**. Classifications of these state owned facilities along with 2014 average traffic volumes are as follows:

Route	Classification	Average Traffic Volume (2014)
I-5	Interstate	40,001 - 80,000
SR-9	Other Fwy Expwy	10,001 - 20,000
SR-530	Other Principal Arterial	10,001 - 20,000
SR-531	Minor Arterial	10,001 - 20,000

3.1.3 Highways of Statewide Significance

Highways of Statewide Significance (HSS) include interstate highways and other principal arterials that connect major communities in the state. The designation helps assist with the

allocation and direction of funding. The HSS was mandated by the 1998 legislature, and in 1999, legislation was passed that WSDOT update the HSS at least every five years.

Interstate 5, SR-9 from SR 522 near Woodinville to SR-530, and SR-530 from I-5 to SR-9 are classified as HSS routes. WSDOT is responsible to plan for improvements to facilities and services of statewide significance in the statewide multimodal transportation plan. Although it consults with local governments when setting level of service standards, WSDOT retains the authority to establish the standard.

3.2 PUBLIC TRANSPORTATION

3.2.1 Public Transit

Community Transit has served the City of Arlington since 1980. The agency operates 30 local routes, including Swift bus rapid transit and 23 commuter routes to Seattle. *Swift* was the State's first bus rapid transit line, running between Everett Station and Aurora Village. The 2015-2020 Transit Development Plan proposes adding 67,000 hours of new bus service over the next six years. However, the planned increases are still less than the services that were cut during the recent recession.

The agency's Long Range Transit Plan draft was completed in 2011. The plan proposes Transit Emphasis Corridors, which are principal arterials and/or state routes with a mixture of core commercial, high-density residential, suburban and rural development. These transit-emphasis corridors include high densities of housing and jobs in proximity with one another, pedestrian scale and design, connection to major growth centers and roadway features that facilitate transit service. The corridors have been included in the draft Countywide Planning Policies and in TRANSPORTATION 2040.

Three different types of service will be established along the transit corridors. The 2030 anticipated service level for Arlington is community based-local service level. Local services will operate along corridors that do not have the density or orientation to support more frequent service. It is assumed that hours of service will be 6:00 a.m. to 10:00 p.m. with 20 minute service on weekdays. Weekend service will usually be provided at 30-60 minute intervals.

Community Transit and the City of Arlington will assess the appropriate time to include the SR-9 Corridor in Community Transit's taxing area. When demand warrants, commute hour express services will be provided to link Arlington and Bothell, with intermediate stops at nodes of development along the corridor.

Five bus routes currently serve the Arlington area, both for travel within the city and for commuting:

- Routes 201 and 202 travel on I-5 between the Lynwood Transit Center and the Smokey Point Transit Center, with multiple stops between. Service is provided Monday through Saturday between approximately 5:00 a.m. and 11:00 p.m.
- Route 220 runs daily between the Smokey Point Transit Center and downtown Arlington with a stop at 204th NE/67th NE. The route runs generally between 6 AM and 8 PM.
- Route 227 provides commuter service between the Arlington Park and Ride and Everett Boeing, with two trips in the early morning and two in the late afternoon. Service is provided Monday through Friday.
- Route 230 travels between Smokey Point and Darrington on SR-530. It provides early morning and late afternoon service Monday through Friday.
- Route 240 provides approximate one-hour service daily between downtown Arlington and Stanwood.

Figure 3-3 illustrates the bus routes serving the City. Community Transit also operates 22 park and ride centers with more than 7,355 parking stalls, including three lots in Arlington. The Smokey Point Transit Center is in operation at 3326 Smokey Point Drive.

Community Transit also offers a vanpool program for commuter trips beginning or ending in Snohomish County. The Dial-A-Ride-Transportation (DART) system serves individuals who are unable to use regular fixed routes. It provides transportation between locations that are within three-fourths of a mile of a local fixed route service. As Community Transit expands its geographic coverage, the number of individuals with disabilities who are eligible for Americans with Disabilities Act requirements will grow. Community Transit will expand its DART services to meet demand.

3.3 AIR TRANSPORTATION

The Arlington Municipal Airport is owned and operated by the City of Arlington. It consists of 1,189 acres within the city limits of Arlington. Uses at the airport include general aviation facilities as well as industrial, commercial and public uses. The airport accommodates a

variety of users, ranging from single engine aircraft to business jets, and includes activity by helicopters, gliders, and ultralights. The airport does not have scheduled passenger flights.

The airport currently operates with two runways. Runway 16/34 is the primary runway at 5,332 feet in length and 100 feet in width. Runway 11/29 is 3,500 feet in length and 75 feet wide. As of June 2011, 582 aircraft were based on the field as follows: 447 single engine airplanes, 7 multi engine airplanes, 10 jet airplanes, 13 helicopters, 45 glider airplanes, and 60 ultralights. Operations were 57% local general aviation and 42% transient general aviation, with less than 1% each of air taxi and military operations. Aircraft operations averaged 367 per day for the 12-month period ending September 30, 2010.



Vehicle access to the airport from downtown Arlington is provided by 188th Street NE and 67th Avenue NE. 172nd Street/SR-531 NE is adjacent to the southern boundary of the airport, and provides direct access to I-5.

Planning efforts for the Arlington Municipal Airport are being completed separately, and are included in the plan by reference. The City of Arlington adopted the Arlington Municipal Airport Layout Plan Update in June 2012, which provides for anticipated growth in airport activity. A Master Plan Update was initiated in 2008. The Airport Protection District (AP) was established as an overlay zoning district to protect the viability of the airport and discourage siting of incompatible land uses. The AP District modifies density and land use requirements of the underlying zoning districts based on guidelines within the WSDOT Aviation Division's "Airports and Compatible Land use, Volume 1". The overlay is shown outside of the current city limits as advisory to adjacent jurisdictions.

The Airport Layout Plan is shown in **Figure 3-4**.

3.4 TRIBAL ROAD SYSTEM

As noted by the Puget Sound Regional Planning Council, Washington State Indian Tribes are interested in coordinating with other jurisdictions throughout the region on transportation, they are aware that the transportation network does not stop at the reservation boundary. The Stillaguamish Tribe (Tribe) and the City of Arlington have been partners in the planning, maintenance and preservation of Arlington's surface transportation network. The Tribe and

Arlington have identified city roads that are classified under the Indian Reservation Roads (IRR) program, a federal program jointly administered by the Federal Highway Administration's Federal Lands Highway Office and the Bureau of Indian Affairs (BIA). The IRR program addresses transportation needs of tribes by providing funds for planning, designing, construction, and maintenance activities, **Figure 3-5** shows the IRR in the City of Arlington.

3.5 RAIL TRANSPORTATION

The Burlington Northern Santa Fe Railway Company (BNSF) I-5 corridor carries both freight and passenger rail traffic. The mainline in the I-5 corridor, from Vancouver, WA to Vancouver, B.C. is owned by BNSF. Amtrak has rights to operate passenger service on this mainline. Everett is the nearest railroad terminal to Arlington and is principally used to classify inbound cars for assignment to outbound trains. The rail segment between Everett and Seattle operated at 80% capacity in 2008 and is anticipated to be at 100% or more of capacity by 2028.

Amtrak Cascades provides passenger service between Eugene, Oregon and Vancouver, B.C. on the same tracks as the freight trains. It makes a limited number of stops, with Everett and Stanwood being the closest stops to Arlington.

Sound Transit's Sounder Commuter Train offers commuter rail service between Seattle and Everett and between Everett and Tacoma during weekday morning and evening commute hours. It shares the same railroad tracks as freight trains and Amtrak. Service is also available from Everett to sports and special events in Seattle, including Mariners and Sounders games. **Figure 3-6** identifies rail facilities within the City of Arlington.

3.6 TRUCK ROUTES

The Washington State Freight and Goods Transportation System (FGTS) is a ranking of state highways, county roads, and city streets by the estimated gross annual truck tonnage carried. The FGTS identifies the routes most heavily used by trucks. Freight corridors that are designated as Strategic Freight Corridors are those routes that carry an average of four million, or more gross ton by truck annually. The FGTS 2015 Update provides classification information for T-1 through T-5 roadways. The freight tonnage classifications are:

- T-1: more than 10 million tons per year
- T-2: 4 million to 10 million tons per year
- T-3: 300,000 to 4 million tons per year
- T-4: 100,000 to 300,000 tons per year
- T-5: at least 20,000 tons in 60 days

The **Table 3-1** below shows the 2015 FGTS classifications for state facilities and local roadways in the City of Arlington. **Figure 3-7** shows the FGTS route classification map for Arlington and **Figure 3-8** illustrates truck routes in the City of Arlington.

Table 3-1. FGTS Classifications

Roadway Segment	2015 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume
I-5 from King/Snohomish County line to SR 521	T-1	50,140,000	12,000
I-5 from SR-531 to Snohomish/Skagit County line	T-1	36,090,000	7,100
SR-9 from SR-92 to SR-530	T-2	4,010,000	1,400
SR-530 from I-5 (Arlington) to SR-9	T-2	7,900,000	2,100
SR-531 from I-5 (Smokey Point) to 67th Avenue NE	T-2	3,470,000	1,300
SR-531 from 67th Avenue NE to SR-9	T-3		
67th Avenue NE	T-3		
211 Street NE from SR-530 to 67th Avenue NE	T-3		
Burn Road from 83rd Avenue N to east city limits	T-3		
204th Street NE from 67th Avenue NE to SR-9	T-3		
Smokey Point Boulevard from SR-530 to south city limits	T-3		
188th St. NE from Smoky Point Boulevard to 47th Ave NE	T-3		
47th Avenue NE from 188th St. NE to 204th Street NE	T-3		
Cemetery Rd from 47th Ave NW to 67th Ave NE	T-3		
Olympic Ave from 67th Ave NE to Division St	T-3		
E 5th St from Olympic Ave east to end	T-5		
E 5th St from Olympic Ave east to Stillaguamish Ave	T-5		
N Stillaguamish Ave between Highland Dr and 1st St	T-3		
N Stillaguamish Ave between 1st St and 5th Ave	T5		
Highland Dr between SR-9 and Stillaguamish Ave	T-3		
59th Ave NE from 192ns St south to City Limits	T-3		
63rd Ave NE between 188th St and 197th St	T-3		
197th St between 63rd Ave NE and 67th Ave NE	T-3		
188th St between 59th Ave NE and 67th Ave NE	T-3		
51st Ave NE between Airport Blvd and south City Limits	T3		
Airport Blvd between 51st Ave NE and 188th St NE	T4		

3.7 NON-MOTORIZED FACILITIES

3.7.1 Bicycle Improvements

RCW 47.26.300 states that the establishment, improvement, and upgrading of bicycle routes is necessary to promote public mobility, conserve energy, and provide for the safety of the bicycling and motoring public. The Centennial Trail provides a direct bicycle and pedestrian connection from downtown to residential neighborhoods. The City coordinates bicycle/pedestrian improvements with neighboring jurisdictions to connect routes where possible. Exact locations and widths of bike lanes are determined on a project specific basis by the City and consistent with the roadway section standards referenced in this plan.

PSRC Regional Bicycle Network

The PSRC Regional Bicycle Network is currently in the development stages. The City of Arlington will work cooperatively with PSRC and other stakeholder groups to coordinate City trail programs and planning with this larger regional system to improve cross-jurisdiction connectivity.

3.7.2 Trails

The City of Arlington has constructed 8.6 miles of trails within the City limits and the UGA, and Snohomish County has three regional trails in the Arlington area, totaling 17.6 miles. The City’s current trail infrastructure, along with a planned trail network improvements, is shown in **Figure 3-9**, additional information about the trails and their features is included in **Table 3-2**. Trails described below connect to the Centennial Trail to link residential, commercial, recreational, industrial and public areas.

Centennial Trail

Development of the Centennial Trail began in 1989 during the state’s centennial. The Centennial Trail is constructed on the original railway right-of-way built north of Snohomish by the Seattle, Lake Shore, and Eastern Railroad (S.L.& E.) in 1889. It currently connects Snohomish, Lake Stevens and Arlington with a 10-foot wide multi-purpose paved trail for walking, bicycling, hiking and horseback riding. The trail is accessible for those of all levels of physical ability and provides a safe alternative transportation route. To date, 23 miles of the trail have been completed. The northern section of the trail between Haller Park and Bryant was opened in September 2010, and trail sections from Haller Park south to 172nd Street and Bryant Street to Skagit County were recently constructed. The Centennial Trail is owned and operated by Snohomish County, except for the portion within the Arlington city limits.

Airport Trail

The Airport Trail is a 5.5-mile unimproved walking path that circumnavigates the Arlington Airport.

Zimmerman Trail

This trail connects the south end of Crown Ridge Boulevard and the Farmstead Neighborhood off of 204th Street. The feature of this trail is a stair climb approximately 0.2 miles in length.

County Trails

The Whitehorse Trail is a 27-mile long corridor between Arlington and Darrington. Six miles of the trail is open to the public, and the remainder of the trail is closed until bridge railings and decking can be installed. No date has been determined for project completion. River Meadows Park contains 1.6 miles of trails.

Table 3-2. City & County Trails

Trail	Length	Description
Centennial Trail (city portion)	2.7 miles	Trail is complete through City with the exception of a short stretch from 172 nd Street south that should be completed by 2012.
Airport Trail	5.5 miles	Trail encircles the Arlington Municipal Airport through natural, residential and industrial areas.
Kruger Creek Trail	0.4 miles	
River Crest Trail	0.2 miles	Gravel trail in natural area overlooking Portage Creek and wetland
Zimmerman Trail	0.2 miles	Stair climb
<i>Total City Trails</i>	<i>9.0 miles</i>	
Centennial Trail (county portion)	16.0 miles	Regional trail extending from King to Skagit County. Remaining portions should be completed in 2011.
Whitehorse Trail	27.0 miles	Regional trail from Arlington to Darrington
River Meadows Park Trails	1.6 miles	Year round nature trails along the South Fork of the Stillaguamish River
<i>Total County Trails</i>	<i>44.6 miles</i>	

3.7.3 Pedestrian Facilities

The City's road standards require minimum five-foot sidewalks on both sides of the roadway, separated from travel lanes by five-foot park strips. Approximately 80% of Arlington roads have sidewalks on one or both side. The network of sidewalks in the City of Arlington is more complete in heavily urbanized sections of the City. Trails, existing and planned, will connect urbanized areas to City centers. There are some older residential developments that have no sidewalks or gaps between sidewalks. Likewise, some commercial and industrial areas limited or no sidewalks. These areas will be the focus of the City pending Sidewalk and Trail Plan.



The City recognizes the importance of safely accommodating pedestrians and promoting healthy living and requires that sidewalks or paths be constructed with new development. The City is in the process of developing a sidewalk plan that prioritizes sidewalk construction by location and land use, primarily to facilitate safe movement between homes, work and shopping/activity centers and to facilitate safe movement for children to and from schools and bus stops. In industrial areas where the likelihood of pedestrian traffic is low, developers will usually not be required to construct sidewalks.

3.8 ROADWAY SECTIONS

The City of Arlington utilizes seven types of roadway sections, **Appendix H** contains the City of Arlington planning standards for various types of roadway sections, construction details for each section is included in the Public Works Engineering and Design Standards. These seven basic road sections provide the minimum requirements, modifications or additions to the road sections may be allowed by the City on a case-by-case basis.

- **Section 1 – 5 Lane Urban.** Provides a right of way that ranges between 90-100', there are four paved travel lanes, a center median or optional turn lane, a 5-foot bike lane along with 8-foot sidewalks on each side of the road. Curb and gutter required.
- **Section 2 – 3 Lane Urban (standard).** Provides a minimum 60' right-of-way with two 14' travel lanes, a 12' wide center median or optional turn lane, with 8-foot planter strips on each side of the road. Curb and gutter required.

- **Section 3 – 3 Lane Urban (LID).** Provides a right-of-way of 70' (+/-), with two 14' travel lanes, a 12' wide center median or optional turn lane, with 10' wide bio-swales (rain garden) on each side of the road and a 10-12 wide multiuse trail on one side of the road. Curb and gutter with scuppers at 25' spacing required on both sides of the road.
- **Section 4 – 2 Lane Urban (High Traffic).** Provides a minimum 60' right-of-way with two 12' travel lanes, no median or turn lane, a 5-foot bike lane, 8' planter strips along with 5' wide sidewalks on each side of the road. Curb and gutter required.
- **Section 5 – 2 Lane Urban (Residential).** Provides a minimum 60' right-of-way with two 12' travel lanes, no median or center turn lane, a 10' wide parking lane on one side of the road, 8' planter strips along with 5' wide sidewalks on each side of the road. Curb and gutter required.
- **Section 6 – 2 Lane Rural.** Provides a minimum 46' right-of-way with two 11' travel lanes, no median or center turn lane, 4' wide shoulders and 8' wide bio-swales (rain garden) on each side of the road. No sidewalk or curb and gutter required.
- **Section 7 – Alley.** A 24' right-of-way channelizing stormwater toward the alley centerline and then to a catch basin at the low end of the alley. Alley road surface can either be asphalt paved or compacted gravel.



Illustrations of each of the above roadway sections are provided in **Appendix H**.

3.9 TRANSPORTATION DEMAND MANAGEMENT

3.9.1 Commute Trip Reduction

The City of Arlington has adopted a Commute Trip Reduction (CTR) program in order to comply with the Washington State Commute Trip Reduction Law of 1991, as amended by the Commute Trip Reduction Efficiency Act in 2006, which requires local jurisdictions to develop and implement plans to reduce drive-alone trips and vehicle miles traveled per capita. The purpose of the CTR program is to reduce traffic congestion, improve air quality, preserve roadway capacity, and reduce dependency on fossil fuels. The City's CTR program applies to

any major employer at a single worksite within the city limits. A major employer is one that employs 100 or more full-time employees who are scheduled to begin their work day during the morning commute times of 6:00 a.m. and 9:00 a.m. Employers who have implemented a CTR program include Cascade Valley Hospital, AMT Aerospace and Arlington Public Schools.

City staff attends CTR trainings and participates in bike to work and other events that encourage use of alternative transportation modes. The need for appropriate transit stops is considered during development review. Centennial Trail is the main N-S trail crossing through the City. Many other City trails connect to the Centennial Trail, these connector trails lead to parks and City Centers – a strong encouragement to bicycling and walking.

The most recent CTR survey was completed in May 2011. To achieve results, the City collaborates with Community Transit, Snohomish County, WSDOT and major employers to develop meaningful transportation solutions. Some additional tools have been identified to promote commute trip reduction, including:

- Rideshare-on-line
- Identifying potential ride share opportunities through neighborhood groups or contacts
- Staggered work hours
- Payment-in-lieu of CTR
- Identification of major employers at City Business License application
- Growth and Transportation Efficiency Centers (GTEC)
- Bus stop and trail connections.

The CTR Efficiency Act allows jurisdictions to designate Growth and Transportation Efficiency Centers. A GTEC is a defined, mixed-use urban area that contains employment or housing and supports multiple modes of transportation. This would allow the City to coordinate complimentary employment sites into one program and allow greater flexibility in administering programs. The City of Arlington may designate activity centers as GTECs and establish a transportation demand management program for the designated area. The State CTR Board has established minimum criteria for GTECs and the center must be certified by the PSRC.

3.9.2 Transportation Demand Management

Rather than increasing capacity, Transportation Demand Management (TDM) measures are aimed at reducing the transportation demand generated. In addition to physical improvements to the multi-modal network, the City has TDM measures in place that will use existing capacity more efficiently, increase capacity for motorized transportation, or reduce the peak period transportation demands, such as:

- Encouraging land use patterns that facilitate multi-purpose trips and reduce trips by single-occupancy vehicles
- Requiring new construction to include sidewalks, bicycle storage/parking, and access to mass transit where possible
- Providing bicycle lanes on arterial and collector streets
- Constructing a bicycle path and pedestrian trail that connects schools and downtown area with athletic fields and parks
- Working with Community Transit to encourage transit compatibility for new development
- Encouraging pedestrian-scale neighborhoods to enhance access and mobility

Examples include redevelopment of the West Arlington Subarea with increased pedestrian orientation and pedestrian paths, and proposed bike lanes and mixed development for the Brekhus-Beach area. The Highway Commercial zoning designation also allows for mixed zoning. The City gives a high priority to bicycle and pedestrian trails to reduce energy consumption and promote better health.

3.10 COLLISION HISTORY

Below is the list of intersections that have seen a minimum of 5 accidents over a 5 year period between January 1, 2006 and December 31st, 2010:

- 67th Ave/204th St
- 67th Ave/188th St
- 172nd St (SR-531)/Smokey Point Blvd
- 172nd St (SR-531)/West Safeway Driveway
- 172nd St (SR-531)/East Safeway Driveway
- 172nd St (SR-531)/43rd Ave
- 172nd St (SR-531)/Edgecomb Rd
- 172nd St (SR-531)/51st Ave
- 172nd St (SR-531)/59th Ave
- 172nd St (SR-531)/67th Ave
- 172nd St (SR-531)/Smokey Point Dr
- 172nd St (SR-531)/I-5 NB Ramps
- 172nd St (SR-531)/I-5 SB Ramps
- SR-530/Broadway Ave
- SR-9/172nd St
- SR-9/Crown Ridge Blvd
- SR-9/204th St
- SR-9/Highland Ave
- SR-9/Division (SR-530)
- SR-9/4th Ave
- West Ave/4th St
- Smokey Point Blvd/168th St
- Smokey Point Blvd/169th St
- Smokey Point Blvd/177th St
- Smokey Point Blvd/188th St
- Smokey Point Blvd/Rite Aid Driveway

This information is contained in a collision history report generated by the Washington State Department of Transportation. The full detailed report is on file with the City of Arlington.

3.11 TRAFFIC VOLUMES AND OPERATIONS

3.11.1 Adopted Levels of Service

The GMA requires the City to establish service levels for the street network and to provide a means for correcting current deficiencies and meeting future needs. Level(s) of Service (LOS) is a term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. There are LOS defined separately for roadways and for intersections. The City adopts target LOS for each type of transportation facility which range alphabetically from A (very little delay) to F (long delays and congestion). Any facility, including City arterials and transit routes, that functions below the adopted standard is considered to be failing.

Roadway LOS

LOS thresholds for roadways are determined by comparing the volume of vehicles using a roadway to the design capacity for the roadway. Lower traffic volumes on a road result in a better LOS designation. The volume/capacity ratios used to define the range of LOS designations are shown below:

Volume/Capacity Ratio	LOS
0.60<	A
0.60 - 0.69	B
0.70 - 0.79	C
0.80 - 0.89	D
0.90 - 0.99	E
>1.00	F

*Source: Transportation Research Board:
Highway Capacity Manual*

For highways of statewide significance (HSS), the LOS is set by law. For Regionally Significant State Highways (non-HSS), the LOS adopted by the local Metropolitan Planning Organization/Regional Transportation Planning Organization applies. The Puget Sound Regional Council has adopted a LOS D for Tier 2 routes. Tier 2 routes serve the outer urban area outside of a three-mile buffer around the most heavily traveled freeways.

The City of Arlington has adopted the following levels of service:

- City arterials = LOS D
- All other city streets = LOS C
- Highways of Statewide Significance = LOS D
- Regionally Significant State Highways = LOS D

The City of Marysville has adopted LOS D for all intersections, with exceptions for designated segments along State Avenue and 67th Avenue NE, where LOS E is acceptable. Snohomish County’s LOS standard varies depending on whether an arterial is within an urban center, urban area, or rural area. For urban areas, county arterials should not operate below LOS E for one hour or more except where they are transit compatible, and then the LOS standard is D.

In addition to establishing level of service standards for city arterials and local streets, the City of Arlington also supports Community Transit’s 2030 anticipated community based local service level for the city. The City is also establishing street section standards that incorporate bike lanes, sidewalks and trails to provide a comprehensive multi-modal transportation network and improve level of service across all travel modes.

Intersection LOS

LOS at intersections are determined by measuring the delay experienced by drivers as they move through the intersection. Delay at signalized intersections can be caused by waiting for the green phase of the signal or by waiting for the queue ahead of a vehicle to clear the signal. Delay at an unsignalized intersection can also be caused by waiting for the queue ahead or by waiting for a break in the traffic. Below is a summary of the amount of delay used to measure LOS for signalized and unsignalized intersections.

LOS	Signalized Delay per Vehicle (sec/veh)	Unsignalized Delay per Vehicle (sec/veh)
A	0 - 10	0 - 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

*Source: Transportation Research Board:
Highway Capacity Manual*

3.11.2 Existing Operations

Traffic operations were evaluated based on the level of service methodologies of the Highway Capacity Manual. The methodology used to analyze roadway segments and signalized, unsignalized, or roundabout intersections is different for each type of facility. The definitions of level of service criteria and methodologies are provided in **Appendix C** of this plan.

Intersection levels of service were evaluated for 26 intersections. Traffic Count Consultants, a traffic data collection firm, collected evening peak period turning movement counts for the study intersections No. 1-18 between 4:00 PM and 6:00 PM on June 7, 8 and 9, 2011. Evening peak period turning movement counts for study intersections No. 19-26 were collected by Traffic Data Gathering in 2010. These traffic volumes were used for our base year operations analysis and as the basis for future year traffic volume projections. The capacity analysis worksheets are provided in **Appendix D**.

Intersection LOS was calculated for both signalized intersections, and unsignalized intersections. For intersections under minor street stop-sign control, the LOS of the most difficult movement (typically the minor street left-turn) represents the intersection level of service for purposes of assessing potential impacts. The intersection average LOS is commonly used as the concurrency threshold for reviewing new development impacts.

Figure 3-10 shows the 2011 base year traffic movements and volumes for the study intersections, **Figure 3-11** shows the associated Level of Service (LOS) for the study intersections. Intersection LOS data is also summarized in **Table 3-3**.

Figure 3-12 provides peak-hour traffic volumes and volume-to-capacity ratios for select roadway sections as measured in the base year (2011) travel demand model.

Table 3-3. Existing 2011 Level of Service Summary

Number	Intersection	Intersection Control	2011 Base Year	
			LOS (Delay)	Worst v/c
1	E Burke Avenue (SR-530) /N Manhattan Ave	Stop Sign	C (17.3)	0.49
2	W Burke Avenue (SR-530)/Hazel Street (SR-9)	Stop Sign	C (21.0)	0.60
3	E Division Street/N Olympic Avenue	Stop Sign	C (15.1)	N/A ¹
4	W Division Street/Hazel Street (SR-9)	Signal	B (17.0)	0.76
5	E Maple Street/S Olympic Avenue	Stop Sign	A (9.3)	N/A
6	Lebanon Street/67th Avenue NE	Stop Sign	B (12.3)	N/A
7	E Highland Drive/S Stillaguamish Avenue	Signal	B (11.0)	0.54
8	211th Place NE/67th Avenue NE	Stop Sign	C (16.2)	0.41
9	204th Street NE/SR-9	Signal	C (22.6)	0.81
10	204th Street NE/67th Avenue NE	Signal	B (15.5)	0.60
11	211th Place NE/SR-530	Stop Sign	F (>100)	1.22
12	SR-530/I-5 NB Ramps	Signal	B (18.2)	0.84
13	SR-530/I-5 SB Ramps	Signal	B (14.9)	0.69
14	Crown Ridge Blvd/Eaglefield Drive/SR-9	Signal	B (12.9)	0.69
15	67th Avenue NE/188th Street NE	Stop Sign	C (20.0)	0.38
16	188th St NE/Smokey Point Blvd.	Stop Sign	D (27.3)	0.59
17	172nd Street NE (SR-531)/SR-9	Signal	B (11.8)	0.54
18	172nd Street NE (SR-531)/Gleneagle Blvd	Stop Sign	B (13.1)	0.28
19	172nd Street NE (SR-531)/67th Avenue NE	Signal	C (22.9)	0.80
20	172nd Street NE (SR-531)/59th Avenue NE	Signal	C (29.4)	0.91
21	172nd Street NE (SR-531)/51st Avenue NE	Signal	C (26.4)	0.93
22	172nd Street NE (SR-531)/43rd Avenue NE	Signal	B (12.9)	0.84
23	172nd Street NE (SR-531)/Smokey Point Blvd	Signal	D (35.7)	0.74
24	Smokey Point Boulevard/Smokey Point Drive	Signal	A (5.2)	0.28
25	172nd Street NE (SR-531)/I-5 NB Ramps	Signal	A (9.8)	0.63
26	172nd Street NE (SR-531)/I-5 SB Ramps	Signal	A (7.5)	0.58

¹ Analysis methodology does not provide worst v/c for all-way stop intersections.

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4 Improvement Projects Referenced in Other Plans

Changes in land use or expected growth patterns affect the future transportation system. Some previously planned improvements may no longer be needed or specific improvements that were not included in future planning may now be needed. Transportation planning must evaluate conditions as they evolve. Planned improvements in the City of Arlington transportation system include short term needs identified in the Six-Year TIP as well as long-term needs based on conditions expected to develop over the next 20 years.



Other agencies develop similar transportation plans for roads that impact Arlington's transportation system. A description of all these plans is presented in this chapter, a summary of all the projects offered in all these plans is included in Appendix A.

4.1 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

The City of Arlington's Six-Year TIP (2016-2021) provides information on project locations, funding and schedule. A number of the roadway and intersection deficiencies identified in the previous section are included in the TIP, and some are currently underway or planned for construction. The City updates its TIP annually, and the TIP is adopted as part of the Transportation Element of the Comprehensive Plan. A copy of the current Six-Year TIP is available from the Public Works Department.

4.2 SNOHOMISH COUNTY SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Snohomish County's Six-Year TIP (2016-2021) includes two projects near the Arlington area: widening 140th St NE from 23rd Ave NE to 34th Ave NE, and intersection improvements on 67th Ave NE at 152nd St NE and 132nd St NE.

4.3 PUGET SOUND REGIONAL COUNCIL TRANSPORTATION IMPROVEMENT PROGRAM

PSRC creates a new Regional Transportation Improvement Program (TIP) every two years, following the project selection process for the federal funds awarded through the Regional Council. The TIP ensures that transportation projects meet regional transportation, growth and economic development goals and policies, as well clean air requirements. In order to qualify, projects must meet the following criteria:

- A project is using federal and/or state funds, or
- The project is funded locally AND is considered regionally significant, and
- The project's funds are scheduled for use within the three-year time span of the current TIP.

The 2015-2018 TIP includes two projects within the City of Arlington:

- Smokey Point Boulevard Pavement Preservation (*completed 2015*)
- 67th Ave, Phase 1 Pavement Preservation

4.4 WASHINGTON STATE DEPARTMENT OF TRANSPORTATION HIGHWAY IMPROVEMENT PROGRAM AND SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

WSDOT uses a priority programming process that first identifies needs for a 20-year period that can be accomplished within financial constraints. This is done through the State Highway System Plan (HSP). In order to be eligible for programming, a need must be first identified in the HSP. The needs contained in the HSP do not have start dates and can occur anytime during the 20-year period. From the HSP, a six-year implementation plan is developed.

The Six-Year Transportation Improvement Program (STIP) contains federally funded projects plus state and local regionally significant projects programmed for six calendar years. These projects have been identified through the planning process as the highest priority for the

Improvement Projects Referenced in Other Plans

available funding to the state's transportation program. Projects listed in the STIP are the only projects that will be approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to utilize federal funds.

The 2016 to 2019 Washington State STIP includes 67th Ave pavement preservation, Smokey Point Blvd pavement preservation and Smokey Point Blvd safety improvements.

4.5 CONNECTING WASHINGTON TRANSPORTATION IMPROVEMENT

In 2015 Governor Inslee and Washington's Legislators made an important investment in our state's multimodal transportation system, they passed the Connecting Washington funding package. This funding package is a \$16 billion investment spread over 16 years. This project funds needed transportation safety and highway maintenance improvements across the state. An Arlington project, widening of SR-531 from 43rd Ave to 67th Ave, received \$39 million in funding and is scheduled to start in 2019.

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5 Future Conditions—2035

5.1 MODEL DEVELOPMENT

The Arlington study area was modeled using the VISUM software package. Existing land use and demographic information was provided by the City of Arlington and PSRC. The Arlington model was developed to be consistent with current modeling efforts by PSRC and Snohomish County. Discussions with staff of each agency helped define the modeling process for the Arlington model.

The modeling process developed for this study involved the following major steps:

- Construction of a computerized street network system of the Arlington transportation system;
- Developing a computerized land use zone system of 67 Traffic Analysis Zones (TAZ's) within the Arlington UGA in addition to detailed representation of the Marysville UGA and surrounding influence area.
- Compiling a database inventory of households and employment;
- Preparing base year model traffic volumes using trip generation factors and land use types to calibrate the model to current conditions;
- Developing future traffic volumes using projected land use.

In addition to being used for preparing this transportation plan, the transportation model will continue to be a valuable tool for the City in assessing future roadway needs. The model will also be used to assess the traffic potential of larger developments that may have significant impacts to City roadways. The transportation model will continue to be refined and updated as necessary to accurately reflect existing transportation characteristics and to remain consistent with long-range land use planning efforts.



In order to assess the future transportation needs of the city and the ability of the existing roadway network to accommodate planned growth, traffic volumes were estimated for the 2035 horizon year.

5.1.1 Travel Demand Forecast

The base year 2010 Arlington model was used as the basis for preparing 2035 travel demand forecasts for the Arlington UGA and environs. Preparing the 2035 model included adding household and employment growth and adjustments to the TAZ's and adding capacity projects to the model roadway network.

5.1.2 Future Employment and Household Projections

The 2035 household and employment data represents the PSRC growth forecast for the greater model area. Household and employment growth planned for the Marysville UGA was provided by the City of Marysville in 2015. For the Arlington UGA, the household and employment growth totals reflect the land-use forecast described in the Land Use Element (Chapter 5) of the Arlington Comprehensive Plan. The total growth anticipated in the Arlington UGA was hand-allocated to the Arlington TAZ's based on available land calculations and proposed zoning. The household and employment projections in the Arlington UGA also align very closely with the 2035 LUT land-use forecast for the Arlington area (FAZ #8500) provided by PSRC.

As described in the Land Use Element, the City of Arlington is proposing urban growth boundary adjustments that would add area west of I-5. While this process is undergoing, the land use forecast and travel demand model are consistent with the anticipated growth that would occur within the new UGB.

5.1.3 Model Roadway Network Updates

The Arlington 2035 baseline model included all major capacity improvements anticipated by adjacent jurisdictions, but assumed no new improvements within the Arlington UGA. For the 2035 "Build" scenario the roadway and intersection capacity projects identified in Section 4 of the Transportation Element were added to the model roadway network to identify potential local and regional shifts in travel patterns.

5.1.4 Traffic Volume Projections

The transportation model has been calibrated to a high degree of accuracy for the system-wide roadway network. However, the accuracy of model volumes for particular roadway segments may vary based on a variety of factors. To account for the occurrence of local variation, a "post-process" calibration was applied to the model-generated traffic volumes.

The post-process calibration involved calculating the difference between the model-generated volumes for the 2010 base year and for the 2035 horizon year. This difference is considered the model volume growth increment. The model volume growth increment was then added to

the actual traffic volume counts for each roadway segment. The post process calculation used to generate future year traffic volume estimates for this study is shown in **Appendix G**. Model plots are contained in **Appendix I**.

5.2 FUTURE INTERSECTION OPERATIONS

Intersection levels of service were evaluated for 31 study intersections for 2035 operational analysis based upon the network described above. The 2035 traffic volume projections and intersection turning movements with no improvements are shown on **Figure 5-1**, **Figure 5-2** illustrates the associated LOS for those intersections, and **Figure 5-3** presents select roadway sections with projected peak-hour traffic flow along with Volume/Capacity percentage for 2035 projections with no improvements. **Table 5-1** shows the corresponding LOS results for the analyzed intersections, Operational reports are included in **Appendix E**.

In 2035, 12 of the 31 intersections analyzed are projected to fail to meet current level of service standards with no transportation network improvements. Half of the intersections failing to meet the standard are stop-controlled intersections, typically having minor movements that are restricted by major traffic on the free approaches. All of the failing signalized intersections are along 172nd Street NE (SR-531), a corridor that not only serves commuters to and from major residential areas on the east side of the City, but also serves commercial and industrial areas anticipated to grow significantly on both the north and south sides of the corridor.

Table 5-1. Projected 2035 Level of Service Summary (no improvements)

Number	Intersection	Intersection Control	Projected 2035 Baseline	
			LOS (Delay)	Worst v/c
1	E Burke Ave/N Manhattan Ave	Stop Sign	C (17)	0.24
2	E Burke Ave (SR 530)/Hazel (SR 9)	Stop Sign	F (178)	1.28
3	E Division St/N Olympic Ave	All Way Stop	B (12)	0.47
4	W Division St (SR 530)/Hazel St (SR 9)	Signal	C (23)	0.90
5	E Maple St/S Olympic Ave	All Way Stop	B (12)	0.45
6	Lebanon St/67 th Ave NE	All Way Stop	E (39)	1.14
7	E Highland Dr/S Stillaguamish Ave	Signal	B (17)	0.73
8	211 th Pl NE/67 th Ave NE	Signal	A (9)	0.78
9	204 th St NE/SR 9	Signal	C (33)	0.92

CHAPTER 5

**Table 5-1. Projected 2035 Level of Service Summary (no improvements),
Continued**

Number	Intersection	Intersection Control	Projected 2035 Baseline	
			LOS (Delay)	Worst v/c
10	204 th St NE/67 th Ave NE	Signal	C (25)	0.84
11	211 th Pl NE/SR 530	Stop Sign	F (300+)	2.12
12	SR 530/I-5 NB Ramps	Signal	C (22)	0.92
13	SR 530/I-5 SB Ramps	Signal	C (32)	1.09
14	Crown Ridge Blvd/SR 9	Signal	B (15)	0.79
15	188 th St NE/67 th Ave NE	Stop Sign	F (158)	1.18
16	188 th St NE/Smokey Point Blvd	Stop Sign	F (300+)	4.53
17	Greenwood Rd/SR 9	Roundabout	D (50)	1.16
18	172 nd Ave NE/Gleneagle Blvd	Stop Sign	C (15)	0.27
19	172 nd St NE/67 th Ave NE	Signal	E (61)	1.07
20	172 nd St NE /59 th Ave NE	Signal	F (176)	1.55
21	172 nd St NE /51 st Ave NE	Signal	F (94)	1.21
22	172 nd St NE /43 rd Ave NE	Signal	B (17)	0.99
23	172 nd St NE /Smokey Point Blvd	Signal	E (62)	1.03
24	Smokey Point Dr/Smokey Point Blvd	Signal	A (2)	0.34
25	172 nd St NE /I-5 NB Ramps	Signal	C (33)	0.99
26	172 nd St NE /I-5 SB Ramps	Signal	B (12)	0.94
27	200 th St/Smokey Point Blvd	Stop Sign	F (300+)	4.47
28	200 th St/23 rd Ave	Stop Sign	C (18)	0.42
29	SR 530/Smokey Point Blvd – West Leg	Stop Sign	F (228)	1.40
30	SR 530/Smokey Point Blvd – East Leg	Stop Sign	F (127)	1.16
31	Smokey Point Y/Smokey Point Blvd	Stop Sign	B (14)	0.47

6 *Plan Recommendations*

Traffic modeling conducted for this plan led to a list of projects to implement by the planning horizon of 2035 in an effort to achieve the goals identified in Section 2 of this plan. The Arlington Transportation 2035 Plan projects include constructing new roadways, improving existing roadways, and providing improved pedestrian and bicycle facilities. As specific development projects are proposed, the City will assess impacts during review of the proposal and determine whether additional improvements may be needed.



6.1 TRANSPORTATION IMPROVEMENT PROGRAM

The recommended projects include the following types:

Arterial Capacity Improvements

Many of the projects listed were identified based on the need for added vehicle capacity. Capacity projects include widening the existing roadway to accommodate higher traffic volumes and depending on the roadway type and location, may also include other improvements such as bike lanes, landscaping and sidewalks.

There are a number of improvement options to add capacity at intersections that operate below the adopted level of service. Generally, the City will analyze both roundabout and signal options before deciding on the specific improvements. Depending on the specific situation, one or several of the following improvements may be considered to improve local safety or circulation needs:

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- Re-designating existing traffic lanes
- Adding additional lanes
- Realignment
- Installing a traffic signal system
- Installing a modern roundabout
- Improving pedestrian and bicycle safety
- All way stop control

Circulation Improvements

This category includes new roadways needed to enhance circulation or provide improved access to areas of high growth potential, as well as the extension of existing roads to close gaps in the system.

Safety Improvements

Often improvements are needed to increase safety at an intersection or along a roadway segment, sometimes in coordination with capacity improvements. Safety improvements may take several forms:

- Improve sight lines
- Adding lane width
- Adding storage lanes
- Realignment
- Installing a traffic signal system
- Installing a modern roundabout
- Adding pedestrian and bicycle amenities

Table 6-1 and **Table 6-2** summarizes the road projects and intersection projects included in the Arlington 2035 Transportation Plan. These projects are depicted graphically in **Figure 6-1**.

Table 6-1: 2035 Transportation Improvement Project List: Roadways

Proposed Project ID	Project Name	Project Limits	Project Description
R1	Smokey Point Blvd	188th St – SR 530	Reconstruct Smokey Point Blvd from 188th St to SR 530 from a 2 lane roadway to a 3 lane roadway
R2	Cross Town Connector	Cemetery Rd. - 47th Ave - 188th St.	Reconstruct Cemetery Rd from 47th Ave to 188th St from a 2 lane roadway to a 3 lane roadway
R3	45th Drive Extension	45th Drive NE - Cemetery Rd	New 2 lane roadway connecting the existing terminus of 45th Dr with Cemetery Rd
R4	211th Place	67th - SR-530	Reconstruct 211th Pl from 67th Ave to SR 530 from a 2 lane roadway to a 3 lane roadway
R5	Highland Drive	SR-9 - Stillaguamish Ave	Reconstruct Highland Dr from SR 9 to Stillaguamish Ave from a 2 lane roadway to a 3 lane roadway

Table 6-1: 2035 Transportation Improvement Project List: Roadways (continued)

Proposed Project ID	Project Name	Project Limits	Project Description
R6	74th & 71st	Internal Roads at former furniture manufacturer	Construct new 2 lanes roadways from Hazel St to 204th St. These roadways will tie into 71st Ave and 74th Ave, with 71st Ave tying into 74th Ave
R7	Arlington Valley Rd.	67th Ave - 204th St	Construct new 3 lane roadway from southern terminus of 74th Ave to 191st Pl, connecting 67th Ave and 204th St
R8	197th St Extension	67th Ave - Arlington Valley Rd.	Construct new 2 lane roadway connecting 67th Ave to Arlington Valley Rd (Project 18)
R9	Future Rd	Arlington Valley Rd. - 188th St.	Construct new 2 lane roadway connecting Arlington Valley Rd (Project 18) to 67th Ave at 188th St
R10	59th Dr. Extension	59th Dr - Cemetery Rd	Construct 2 lane extension of 59th Dr from northern terminus to Cemetery Rd
R11	186th St	Crown Ridge Blvd – CL	Construct new 2 lane roadway from Crown Ridge Blvd to eastern city limits
R12	89th Ave	172nd St - 186th St	Reconstruct/Extend 89th Ave from 172nd St to 186th St (Project 24)
R13	172nd St/91st Ave	SR-9 roundabout-CL	Reconstruct 172nd St from SR 9 to eastern city limits from a 2 lane roadway to a 5 lane roadway
R14	SR-531 Widening	43rd Ave - 67th Ave	Reconstruct SR 531 (172nd St) from 43rd Ave to 67th Ave from a 2 lane roadway to a 4 lane roadway. Install roundabouts at the intersections of 43rd Ave, 51st Ave, 59th Ave and 67th Ave
R15	59th Ave	172nd St - 192nd St	Reconstruct 59th Ave from SR 531 (172nd St) to northern terminus from a 2 lane to a 3 lane roadway
R16	63rd Ave	188th St - SR 531	Construct new 3 lane roadway from SR 531 (172nd St) to 188th St. Construct right-in-right-out intersection control at intersection with SR 531
R17	180th St	59th Ave - 63rd Ave	Construct new 2 lane roadway from 59th Ave to the BNSF railroad tracks
R18	59th Ave	172nd South – C.L.	Extend 59th Ave from SR 531 (172nd St) to southern city limits from a 2 lane roadway to a 3 lane roadway

**Table 6-1: 2035 Transportation Improvement Project List: Roadways
(continued)**

Proposed Project ID	Project Name	Project Limits	Project Description
R19	168th St	43rd Ave E to BNSF RR Tracks	Construct new 3 lane roadway from 47th Ave to BNSF railroad tracks
R20	51st Ave	172nd St - South C.L.	Reconstruct 51st Ave from SR 531 (172nd St) to southern city limits from a 2 lane to a 5 lane roadway
R21	47th Ave	172nd St - South City Limits	Construct 3 lane roadway from SR 531 (172nd St) to southern city limits. Install right-in-right-out intersection control at intersection with SR 531
R22	43rd Ave	172nd St - South C.L.	Construct 3 lane roadway from SR 531 (172nd St) to southern city limits
R23	39th Ave Extension	162nd Pl - South C.L.	Construction of 2 lane extension of 39th Ave from 162nd Pl to southern city limits
R24	38th Ave Extension	168nd Pl - 168th St	Construct 2 lane extension of 38th Ave from 168Pl St to 168th St (Project 50)
R25	39th Ave	168th St - 172nd St	Construct 2 lane roadway from 168th St (Project 50) to SR 531 (172nd St)
R26	39th Ave	172nd St - 173rd St	Construct 2 lane roadway from 173rd St (Project 43) to SR 531 (172nd St)
R27	173rd St (PH3)	43rd Ave - 51st Ave	Construct 2 lane roadway from Airport Blvd (51st Ave) to 43rd Ave
R28	173rd (PH 1&2)	Smokey Point Blvd - Airport Blvd	Construct 2 lane roadway from 43rd Ave to Smokey Point Blvd
R29	43rd Ave Extension	North end of 43rd Ave - Airport Blvd	Construct 2 lane extension of 43rd Ave from northern terminus of 43rd Ave to Airport Blvd
R30	Smokey Point Blvd	172nd St - 188th St	Reconstruct Smokey Point Blvd from SR 531 (172nd St) to 188th St from a 2 lane roadway to a 5 lane roadway
R31	WSDOT rest area connector roads (E&W)		Conduct a study of the viability of constructing roadways to connect the local street system to the rest area interchange

**Table 6-1: 2035 Transportation Improvement Project List: Roadways
(continued)**

Proposed Project ID	Project Name	Project Limits	Project Description
R32	188th I-5 Bridge	Smokey Point Blvd-27th Ave	Construct 2 lane bridge over I-5 from 188th St terminus to 27th Ave. Reconstruct 188th St.
R33	23rd Ave	200th St-188th St	Reconstruct 23rd Ave from 200th St to 188th St
R34	188th St	I-5 bridge - 19th Ave	Reconstruct 188th St from 19th Ave to I-5 bridge (Project 47)
R35	168th St	43rd Ave - Smokey Point Blvd	Construct 3 lane roadway from Smokey Point Blvd to 47th Ave (Project 36)
R36	188th St	67th Ave - 59th Ave	Reconstruct 188th St from 59th Ave to 67th Ave from a 2 lane roadway to a 3 lane roadway
R37	172nd St NE	67th Ave NE - SR-9	Reconstruct SR 531 (172nd St) from 67th Ave to SR 9 from a 2 lane roadway to a 4 lane roadway.
R38	Tveit Rd	Stillaguamish Ave - City Limits	20 years+
R39	186th St	City Limits ease - 186th (paved road surface)	20 years+
R40	Cross Airport Tunnel	188th St NE - 47th Ave NE	20 Years+

Table 6-2: 2035 Transportation Improvement Project List: Intersections

Proposed Project ID	Project Name	Project Description
I1	Smokey Point Blvd at SR-530	Install a roundabout at Smokey Point Blvd east/SR 530. Reconstruct 27th Ave to align with roundabout. Convert Smokey Point Blvd west/SR 530 to right turn.
I2	Smokey Point Blvd at 188th St	Install a roundabout at Smokey Point Blvd/188th St
I3	Airport Blvd at 188th St	Install a roundabout at Airport Blvd/188th St
I4	SR-530 at 59th Ave	Install a roundabout at SR 530/59th Ave
I5	SR 530 at 211th St	Install a roundabout at SR 530/211th St
I6	SR-530/SR-9 /Division	Add a 2nd EB left-turn lane at SR 530/SR 9/Division
I7	SR-530/SR-9 /Burke	Install a traffic signal at SR 530/SR 9/Burke Ave
I8	204th St at Olympic Pl	Install a roundabout at 204th St/Olympic Pl
I9	204th St at 74th Ave	Install Traffic Signal at 204th St/74th Ave
I10	204th St at 71st Ave	Install Traffic Signal at 204th St/71st Ave
I11	67th Ave at 188th St	Install traffic signal at 67th Ave/Future Rd (Project R9)
I12	67th Ave at Arlington Valley Rd	Install traffic signal at 67th Ave/Arlington Valley Rd (Project R7)

6.1.1 Future Traffic Operations with Improvement Projects

Intersection levels of service were re-evaluated for the study intersections for the 2035 horizon with the transportation improvement projects in place. These improvements vary by location, but typically include conversion to signalized intersections or roundabouts and associated widening.

The 2035 improvement plan results in improved operations at all locations where deficiencies were previously shown. The 172nd Street NE (SR-531) corridor is projected to have a significant increase in traffic due in part to industrial/commercial growth along the corridor and significant residential growth to the east that must use this route to Interstate 5. The level of service along the corridor will be at or near the City’s standard at multiple locations along this route. The coordinated development of a grid system with the City of Marysville is a key strategy in this area, and should provide additional capacity as it is developed. An alternate route to the residential areas would also alleviate some of the congestion, and there are projects that will add that capacity along Cemetery Road. However, the SR-531/I-5 interchange will still handle most of this traffic unless a new interchange is constructed.

Figure 6-2 presents projected 2035 PM Peak Hour traffic movements and volumes with planned improvements, **Figure 6-3** illustrates the associated LOS for those intersections, and **Figure 6-4** presents select roadway sections with projected peak-hour traffic flow along with Volume/Capacity percentage.

Table 6-3 below summarizes PM peak hour intersection operations at the 31 study intersections. Intersections projected to fall short of the level of service standard in 2035 are highlighted and shown with improvements in place. Operational reports are included in **Appendix F**.

Table 6-3. Projected 2035 Level of Service Summary (with Improvements)

Number	Intersection	Intersection Control	Projected 2035 with Imp	
			LOS (Delay)	Worst v/c
1	E Burke Ave/N Manhattan Ave	Stop Sign	C (17)	0.22
2	E Burke Ave (SR 530)/Hazel St (SR 9)	Signal	C (21)	0.89
3	E Division St/N Olympic Ave	All Way Stop	B (12)	0.48
4	W Division St (SR 530)/Hazel St (SR 9)	Signal	C (34)	0.84
5	E Maple St/S Olympic Ave	All Way Stop	B (11)	0.41
6	Lebanon St/67 th Ave NE	All Way Stop	E (39)	1.12
7	E Highland Dr/S Stillaguamish Ave	Signal	B (12)	0.64
8	211 th Pl NE/67 th Ave NE	Signal	A (8)	0.72
9	204 th St NE/SR 9	Signal	C (30)	0.86
10	204 th St NE/67 th Ave NE	Signal	C (26)	0.83
11	211 th Pl NE/SR 530	Roundabout	A (9)	0.82

Table 6-3. Projected 2035 Level of Service Summary (with Improvements, Continued)

Number	Intersection	Intersection Control	Projected 2035 with Imp	
			LOS (Delay)	Worst v/c
12	SR 530/I-5 NB Ramps	Signal	C (25)	0.93
13	SR 530/I-5 SB Ramps	Signal	C (21)	0.79
14	Crown Ridge Blvd/SR 9	Signal	B (12)	0.79
15	188 th St NE/67 th Ave NE	Signal	B (16)	0.86
16	188 th St NE/Smokey Point Blvd	Roundabout	D (36)	1.19
17	Greenwood Rd/SR 9	Roundabout	B (16)	0.88
18	172 nd Ave NE/Gleneagle Blvd	Stop Sign	F (78)	0.78
19	172 nd St NE/67 th Ave NE	Roundabout	D (50)	1.16
20	172 nd St NE /59 th Ave NE	Roundabout	D (54)	1.34
21	172 nd St NE /51 st Ave NE	Roundabout	D (43)	1.14
22	172 nd St NE /43 rd Ave NE	Roundabout	A (10)	0.75
23	172 nd St NE /Smokey Point Blvd	Signal	D (55)	1.04
24	Smokey Point Dr/Smokey Point Blvd	Signal	A (3)	0.38
25	172 nd St NE /I-5 NB Ramps	Signal	C (29)	0.96
26	172 nd St NE /I-5 SB Ramps	Signal	B (16)	0.95
27	200 th St/Smokey Point Blvd	Stop Sign	E (35)	0.53
28	200 th St/23 rd Ave	Stop Sign	A (10)	0.09
29	SR 530/Smokey Point Blvd – West Leg	Stop Sign	B (13)	0.01
30	SR 530/Smokey Point Blvd – East Leg	Roundabout	B (13)	0.76
31	Smokey Point Y/Smokey Point Blvd	Stop Sign	B (13)	0.44

6.2 NON-MOTORIZED IMPROVEMENTS

The City's planned non-motorized improvements include sidewalks, crosswalks, trails, and bicycle lanes. The City is in the process of developing crosswalk standards that will match the level and type of non-motorized traffic with the type of street being crossed (arterial, collector, residential, etc.). The City's current sidewalk and trail infrastructure, along with a planned trail network, is shown in **Figure 3-9**. The City is in the process of developing a sidewalk plan that prioritizes sidewalk construction by location and land use. Locations where the potential pedestrian traffic is greatest require that new development construct sidewalks. Commercial areas, high density residential areas and other major trip generators such as schools, parks, churches, and other activity centers, as well as those areas where pedestrian safety is a concern, are given a higher priority. The road sections in **Appendix H** illustrate where sidewalks and trails will be required to be installed with new development.

6.3 ADA TRANSITION PLAN

The Americans with Disabilities Act (ADA) extended comprehensive civil rights protections to people with disabilities. Title II of the ADA addresses the law's requirements of local governments in their interactions with people with disabilities. Local governments are required to identify barriers that may limit accessibility for people with disabilities and develop transition plans describing how they will address identified barriers.

The City of Arlington anticipates that roadway and pavement preservation projects will correct a number of intersections annually. Every development project, both City and private, is required to correct all deficiencies within the project limits and upgrade all ADA facilities to current standards to the maximum feasible extent. The City is committed to making all sidewalk, crosswalks, and curb ramp areas accessible to everyone within as short a time as possible in order to ensure improved mobility for those with special needs. The City's ADA Transition plan and the Crosswalk Standards are being developed concurrently with this document prioritizes areas with higher pedestrian traffic levels, including school zones, hospitals and areas with a high level of retail uses.

6.4 TRANSPORTATION DEMAND MANAGEMENT

The City of Arlington Transportation Demand Management (TDM) strategy is multi-pronged and will reduce both local and regional vehicle trips. Projects recently or currently under way in the City include:

- **New Non-Motorized Trails.** The City has been constructing the regional Centennial Trail as well as local trail networks to encourage increased non-motorized access throughout the City.

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- **Transit Station.** A transit station was recently opened at Smokey Point Boulevard and 174th Street. This will be a key component of the regional transit system, reducing vehicles on I-5.
- **Park & Ride in Old Town.** A park and ride in Old Town provides regional benefits as commuters can transfer to public transit or carpool from this location to destinations further west or south along SR-9, SR-530, SR-531 and I-5.
- **Commercial Development with Transit.** The City is encouraging commercial areas to include transit facilities as they develop, especially along the well-traveled SR 531 and Smokey Point Boulevard corridors.

7 Financial Analysis

7.1 TRANSPORTATION CIP FUNDING

The City of Arlington is required to analyze the financial practicality of its 2035 Transportation Improvement Program. The analysis should include needs and resources, and contain a multi-year financing plan. If a funding analysis shows that a plan is not affordable or achievable, the plan must discuss how additional funds will be raised, or how land use assumptions will be reassessed. This section demonstrates that the 2035 Arlington Transportation Plan is financially constrained, in compliance with state and federal laws.



State and federal legislation requires that the transportation plan be financially constrained. Only projects that the City can afford to complete with existing revenues or with revenues that are reasonably expected to be available are included. This requirement helps to ensure that the long-range plan is a realistic plan for transportation policy and investment. The financial forecast must consider the cost to maintain the existing system, as well as the cost to expand the transportation system to meet future demand.

Major capacity projects cannot be funded unless they are specifically identified in the Regional Transportation Plan. Regionally significant projects cannot be included in comprehensive plans and Capital Facilities Plans unless they are also in the long-range transportation plan. If not, the City is unable to seek development fees, federal grants, or most state grants.

7.2 FINANCIAL PLANNING AND PROGRAMMING

The City uses a variety of criteria to prioritize transportation projects, including safety, mobility, and overall community benefit. The City must also consider the availability of funding and ability to leverage city dollars to raise additional funds. Project prioritization for capital improvements is therefore often partially dependent on the ability to secure outside funding, and maintenance and preservation costs are dependent on the limited tax revenues

available to the City. When establishing project costs the City must consider a number of issues:

- **Cost Estimates:** Costs provided are planning level estimates. Estimates will be more fully developed during subsequent planning efforts, including development of the Six-Year Transportation Improvement Program (TIP).
- **Historic Precedence:** Assessment of historical trends, such as local revenue attributed to development fees, annual growth rates, etc.
- **WSDOT Programming:** Projects that include improvements to WSDOT facilities must also be included in WSDOT's 10-year Improvement Program.
- **Growth:** Private sector project contributions assume that the forecasted growth will occur.

7.3 FUNDING STRATEGIES

Transportation infrastructure construction or rehabilitation is very costly and a surface transportation project is seldom funded from a single source. To fund transportation improvement projects the City of Arlington, as other municipalities and jurisdictions, looks for funding from various sources. Funding mechanisms the City has identified to fund the 2035 TIP are summarized below.

7.3.1 Traffic Mitigation Fees

The Transportation Improvement Fund (TIF) is the City's source for transportation system funding. The TIF is primarily financed by Traffic Mitigation fees, though other City funds (REET 1, REET 2, General Fund, etc.) can be used to finance this fund. The Growth Management Act allows cities and jurisdictions to collect traffic impact fees relative to the proportionate share of the cost of public facilities that benefit the new development (*RCW 82.02.050-110*). The City of Arlington allows for the assessment of traffic impact fees in accordance with Arlington municipal Code 20.90.

Collected impact fees are used to mitigate impacts to existing facilities caused by the development; impact fees, however, cannot be used to correct existing deficiencies in public facilities. The City of Arlington allows traffic impact fees to be used for costs associated with City street system capacity improvements, including, but not limited to, planning, design, engineering, right-of-way acquisition, financing, project administration, construction, and construction engineering.

7.3.2 Transportation Benefit District Funding

The State of Washington created an option for local governments to fund transportation maintenance and capital improvements through the creation of a Transportation Benefit District (TBD). A TBD is a quasi-municipal corporation with taxing powers that is created for

the sole purpose of acquiring, constructing, improving, providing, and funding transportation improvements within the defined district. The many municipalities have formed TBDs to keep pace with the rising costs of maintaining and constructing transportation infrastructure.

The citizens of Arlington voted to create a Transportation Benefit District (TBD) in 2013 for the purpose of maintaining and preserving existing surface transportation infrastructure. The governing board ("Board") of the transportation benefit district is the members of the Arlington City Council acting in an ex officio and independent capacity that has the authority to exercise the statutory powers set forth in chapter 36.73 RCW. The Mayor serves as chairperson of the Board.

While at the current time TBD funding is limited to preservation and reconstruction of existing roads, TBD funds may be available in the future to fund capital improvements. As such, it is included in this plan as a viable source of future funding.

7.3.3 Private Development

In addition to traffic impact fees, there are other forms of transportation system funding from private development. Developers and property owners may elect to form a Local Improvement District (LID) as a method of financing capital improvements that provide a special benefit to the properties within the boundary of the LID. Transportation improvements (roads, trails, sidewalks, etc.) constructed can be privately owned and maintained, or they can be dedicated to the City for long term maintenance and operation. If dedicated to the City, they will need to be constructed and inspected in accordance with City standards.

Developers may also have a responsibility for constructing partial roads and sidewalks that abut the development as well as roads internal to the development. Internal roads constructed to City standards and inspected by the City may be dedicated to the City for long term operation and maintenance.

7.3.4 State Funding

State transportation funding can come from varied sources; the Transportation Improvement Board (TIB), the Community and Economic Redevelopment Board (CERB), WSDOT appropriated funding, and state bond measures are a few. Each of the funding sources carries with it a list of requirements specific to the state funding program and it is the City's responsibility to match the select City transportation project with the funding source.

7.3.5 Federal Funding

Federal transportation funding is mostly offered through a locality's Regional Transportation Planning Organization (RTPO); with Arlington the funding would be offered through one of the many transportation programs administered by the PSRC. Other federal funding is offered through the Federal Highways Administration (FHWA) or from a special federal allocation

and administered by WSDOT. Federal funding requirements are different than state funding requirements and can be more cumbersome as they require a lot more project reporting. However, as with state transportation funding, it is the City's responsibility to match the select City transportation project with the funding source.

7.3.6 Other Funding

There are other transportation funding sources, but these sources are limited and typically reserved for specific transportation system components such as complete sidewalks, trails, education, and trip reduction. Though small, these funds, when applied correctly, can contribute to the complete funding of a transportation project.

7.4 TRANSPORTATION 2035 ESTIMATE OF COSTS AND FUNDING

Capital costs for the 2035 recommended improvement program along with a proposed funding strategy is summarized in **Figure 7-1**. All costs are provided as planning-level cost estimates in 2015 dollars only, and will be more fully developed through the annual Six-Year TIP development and as projects move into the planning and design phase.

Table 7-1. Proposed Funding Scenario For Intersection Projects

Project ID	Project Name	Est Project Cost	Project Description	TIF	TIB	Developer	State	Federal	Other
I1	Smokey Point Blvd/SR-530	\$4,700,000	Install a roundabout at Smokey Point Blvd east/SR 530. Reconstruct 27th Ave to align with roundabout. Convert Smokey Point Blvd west/SR 530 to right-in-right-out	\$150,000		\$940,000	\$3,610,000		\$150,000
I2	Smokey Point Blvd/ 188th St	\$3,350,000	Install a roundabout at Smokey Point Blvd/188th St	\$452,250			\$2,897,750		\$452,250
I3	Airport Blvd/188th St	\$1,770,000	Install a roundabout at Airport Blvd/188th St	\$238,950				\$1,531,050	\$238,950
I4	SR-530/59th Ave	\$2,690,000	Install a roundabout at SR 530/59th Ave	\$363,150			\$2,326,850		\$363,150
I5	SR 530/211th St	\$2,750,000	Install a roundabout at SR 530/211th St					\$2,750,000	
I6	SR-530/SR-9/Division	\$3,501,085	Add a 2nd EB left-turn lane at SR 530/SR 9/Division St				\$3,501,085		
I7	SR-530/SR-9/Burke	\$1,120,465	Install a traffic signal at SR 530/SR 9/Burke Ave				\$1,120,465		
I8	204th St/Olympic Place	\$1,080,000	Install a roundabout at 204th St/Olympic Pl	\$145,800			\$934,200		\$145,800
I9	204th St/74th Ave		Install Traffic Signal at 204th St/74th Ave	\$0				\$0	\$0
I10	204th St/ 71st Ave	\$490,000	Install Traffic Signal at 204th St/71st Ave	\$66,150				\$423,850	\$66,150
I11	67th Ave/188th St	\$480,000	Install traffic signal at 67th Ave/Future Rd (Project R9)	\$96,000				\$384,000	\$96,000
I12	67th Ave/Arlington Valley Rd	\$660,000	Install traffic signal at 67th Ave/Arlington Valley Rd (Project R7)	\$89,100			\$570,900		\$89,100
		\$22,591,550	TOTAL	\$1,601,400	\$0	\$940,000	\$14,961,250	\$5,088,900	\$1,601,400

Table 7-2. Proposed Funding Scenario For Road Projects

Project ID	Project Name	Est Project Cost	Project Description	TIF	TIB	Developer	State	Federal	Other
R1	Smokey Point Blvd	\$9,700,000	Reconstruct Smokey Point Blvd from 188th St to SR 530 from a 2 lane roadway to a 3 lane roadway	\$970,000		\$970,000	\$7,275,000		\$485,000
R2	Cross Town Connector	\$7,500,000	Reconstruct Cemetery Rd from 47th Ave to 188th St from a 2 lane roadway to a 3 lane roadway	\$1,125,000			\$3,375,000	\$3,000,000	
R3	45th Drive Extension	\$0	New 2 lane roadway connecting the existing terminus of 45th Dr with Cemetery Rd (<i>Beyond 20 year plan</i>)	---	---	---	---	---	---
R4	211th Place	\$2,550,000	Reconstruct 211th Pl from 67th Ave to SR 530 from a 2 lane roadway to a 3 lane roadway	\$255,000		\$255,000	\$2,040,000		
R5	Highland Drive	\$4,000,000	Reconstruct Highland Dr from SR 9 to Stillaguamish Ave from a 2 lane roadway to a 3 lane roadway						
R6	74th & 71st	\$2,010,000	Construct new 2 lanes roadways from Hazel St to 204th St. These roadways will tie into 71st Ave and 74th Ave, with 71st Ave connecting into 74th Ave			\$2,010,000			
R7	Arlington Valley Rd.	\$4,279,047	Construct new 3 lane roadway from southern terminus of 74th Ave to 191st Pl, connecting 67th Ave and 204th St	\$747,000				\$2,410,000	\$1,122,447
R8	197th St Extension	\$2,220,000	Construct new 2 lane roadway connecting 67th Ave to Arlington Valley Rd (Project R7)			\$2,220,000			
R9	Future Rd	\$0	Construct new 2 lane roadway connecting Arlington Valley Rd (Project R7) to 67th Ave at 188th St (<i>Beyond 20 year plan</i>)	---	---	---	---	---	---
R10	59th Dr. Extension	\$1,750,000	Construct 2 lane extension of 59th Dr from northern terminus to Cemetery Rd	\$262,500				\$1,487,500	
R11	186th St	\$1,310,000	Construct new 2 lane roadway from Crown Ridge Blvd to eastern city limits	\$327,500		\$982,500			
R12	89th Ave	\$7,610,000	Reconstruct/Extend 89th Ave from 172nd St to 186th St (Project R11)	\$1,141,500		\$1,522,000	\$4,946,500		
R13	172nd St/91st Ave	\$1,690,000	Reconstruct 172nd St from SR 9 to eastern city limits from a 2 lane roadway to a 3 lane roadway			\$1,690,000			
R14	SR-531 Widening	\$39,300,000	Reconstruct SR 531 (172nd St) from 43rd Ave to 67th Ave from a 2 lane roadway to a 4 lane roadway. Install roundabouts at the intersections of 43rd Ave, 51st Ave, 59th Ave and 67th Ave					\$39,300,000	
R15	59th Ave	\$7,410,000	Reconstruct 59th Ave from SR 531 (172nd St) to northern terminus from a 2 lane roadway to a 3 lane roadway	\$1,482,000			\$5,928,000		
R16	63rd Ave	\$7,860,000	Construct new 3 lane roadway from SR 531 (172nd St) to 188th St. with right-in-right-out intersection control at the intersection with SR 531	\$393,000		\$5,502,000		\$1,965,000	
R17	180th St	\$2,920,000	Construct new 2 lane roadway from 59th Ave to the BNSF railroad tracks	\$292,000		\$1,314,000	\$1,314,000		
R18	59th Ave	\$950,000	Extend 59th Ave from SR 531 (172nd St) to southern city limits from a 2 lane roadway to a 3 lane roadway	\$47,500		\$237,500	\$665,000		
R19	168th St	\$12,470,000	Construct new 3 lane roadway from 47th Ave to BNSF railroad tracks	\$623,500		\$1,247,000	\$10,599,500		

Table 7-2. Proposed Funding Scenario For Road Projects (Cont'd)

Project ID	Project Name	Est Project Cost	Project Description	TIF	TIB	Developer	State	Federal	Other
R20	51st Ave	\$8,260,000	Reconstruct 51st Ave from SR 531 (172nd St) to southern city limits from a 2 lane roadway to a 5 lane roadway	\$8,260,000	\$826,000		\$1,239,000	\$6,195,000	
R21	47th Ave	\$3,290,000	Construct 3 lane roadway from SR 531 (172nd St) to southern city limits. Install right-in-right-out intersection control at intersection with SR 531	\$3,290,000	\$164,500		\$3,125,500		
R22	43rd Ave	\$3,130,000	Construct 3 lane roadway from SR 531 (172nd St) to southern city limits	\$3,130,000	\$313,000		\$313,000		\$2,504,000
R23	39th Ave Extension	\$0	Construction of 2 lane extension of 39th Ave from 162nd Pl to southern city limits <i>(Beyond 20 year plan)</i>	---	---	---	---	---	---
R24	38th Ave Extension	\$0	Construct 2 lane extension of 38th Ave from 168Pl St to 168th St <i>(Beyond 20 year plan)</i>	---	---	---	---	---	---
R25	39th Ave	\$1,360,000	Construct 2 lane roadway from 168th St (Project 50) to SR 531 (172nd St)	\$272,000				\$1,088,000	
R26	39th Ave	\$1,300,000	Construct 2 lane roadway from 173rd St (Project 43) to SR 531 (172nd St)	\$260,000				\$1,040,000	
R27	173rd St (PH3)	\$1,685,270	Construct 2 lane roadway from Airport Blvd (51st Ave) to 43rd Ave	\$303,349			\$1,078,573		\$303,349
R28A	173rd (PH 1)	\$1,866,175	Construct 2 lane roadway from Smokey Point Blvd to Phase 2	\$373,235			\$1,492,940		
R28B	173rd (PH 2)	\$930,000	Construct 2 lane roadway from Phase 1 to 43rd Ave	\$186,000				\$744,000	
R29	43rd Ave Extension	\$510,000	Construct 2 lane extension of 43rd Ave from northern terminus of 43rd Ave to Airport Blvd	\$127,500				\$255,000	\$127,500
R30	Smokey Point Blvd	\$12,980,000	Reconstruct Smokey Point Blvd from SR 531 (172nd St) to 188th St from a 2 lane roadway to a 5 lane roadway	\$2,596,000			\$4,543,000	\$4,543,000	\$1,298,000
R31	WSDOT rest area connector roads	\$60,000	Conduct a study of the viability of constructing roadways to connect the local street system to the rest area interchange	\$60,000					
R32	188th I-5 Bridge	\$6,320,000	Construct 2 lane bridge over I-5 from 188th St terminus to 27th Ave. Reconstruct 188th St.	\$948,000		\$948,000		\$4,424,000	
R33	23rd Ave	\$8,130,000	Reconstruct 23rd Ave from 200th St to 188th St	\$1,626,000		\$6,504,000			
R34	188th St	\$5,630,000	Reconstruct 188th St from 19th Ave to I-5 bridge (Project 47)	\$1,126,000		\$4,504,000			
R35	168th St	\$6,570,000	Construct 3 lane roadway from Smokey Point Blvd to 47th Ave	\$1,314,000					
R36	188th St	\$5,490,000	Reconstruct 188th St from 59th Ave to 67th Ave from a 2 lane roadway to a 3 lane roadway	\$1,098,000				\$4,392,000	
R37	172nd St NE	\$17,750,000	Reconstruct SR 531 (172nd St) from 67th Ave to SR 9 from a 2 lane roadway to a 4 lane roadway.						\$17,750,000
R38	Tveit Rd	\$0	Widen & Expand Road from Stillaguamish Ave to City Limits <i>(Beyond 20 year plan)</i>	---	---	---	---	---	---
R39	186th St	\$0	Extend 186 th St from end of development (R11) east to City Limits <i>(Beyond 20 year plan)</i>	---	---	---	---	---	---
R40	Cross Airport Tunnel	\$0	Install tunnel beneath Airport along 186 th St alignment <i>(Beyond 20 year plan)</i>	---	---	---	---	---	---
		\$200,790,492	TOTAL	\$19,260,084	\$0	\$34,583,500	\$49,452,513	\$67,152,500	\$21,086,296

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